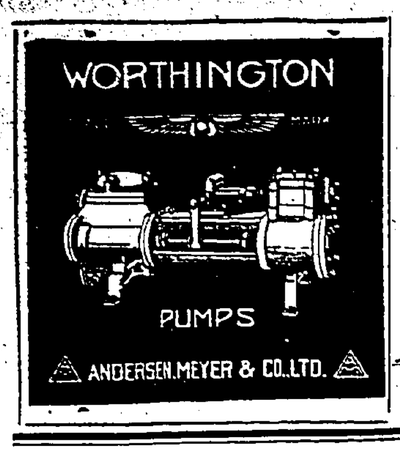

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The Hongkong Telegraph.

(ESTABLISHED 1881).

69090 三拜禮號四廿月三英港香 WEDNESDAY, MARCH 24, 1920. 日五初月弐 SINGLE COPY: 10 CTS. $36 PER ANNUM.

REUTER'S TELEGRAMS.

THE GERMAN CRISIS.

ALLIED AMBASSADORS CONFER.

Paris, March 15.

The Council of Ambassadors yesterday considered the situation created by recent events in Germany. It is believed that definite action has been taken. The German officials at the Legation were busy and during the afternoon Herr Mayer asked an audience with M. Millerand to communicate a message from the Ebert Government. Nothing was published.—*Havas.*

OTHER DEVELOPMENTS.

Paris, March 15.

At Stuttgart, the French Charge d'Affaires maintains diplomatic relations with the Constitutional Government. He is in constant touch with the President of the Peace Delegation. Herr Kapp has resigned his self-appointed Chancellorship.—*Havas.*

DEARER NEWSPAPERS.

Paris, March 17.

The French newspapers give much prominence to the serious position of the Press, created by the shortage of print paper. The price has increased ninefold since 1914. Several newspapers announce an increase in price.—*Havas.*

NEW ANTI-RABIC SERUM.

Paris, March 15.

The success of the Pasteur anti-rabic serum during 18 months' use in England and Wales has been very remarkable. The serum was injected into 90 people bitten, and not one got hydrophobia.—*Havas.*

PARIS TAXI FARES.

Paris, March 15.

The Parisian taximen having doubled their fares a week ago, the public has boycotted them. Many taximen now offer the old rates.—*Havas.*

(Other Early and Special Telegrams on Page 3.)

HONGKONG WAR MEMORIAL.

VIEWS OF CORRESPONDENTS.

We have received the following for publication:—

Sir:—I am rather surprised that the Government has agreed to the "Finest Site" being utilised for the War Memorial. This site can be realised to-day for approximately $800,000, and it is proposed to expend $300,000 for the memorial. Just think of a simple and dignified war memorial at a cost of $1,100,000, when there is an urgent need of a hospital in Kowloon and more houses!

We all know that the Governments' housing scheme in Kowloon has been shelved pending the conclusion of the litigation reparding the shipping control. In the meantime, the housing situation has increased in intensity. No definite pronouncement has yet been made by the Government regarding the erection of the much-needed hospital in Kowloon, and I may presume with safety that the only cause of the delay is lack of money. Then why not realise the "Finest site"? By this means commercial expansion, which at present is retarded, will be appreciably assisted, the housing problem will be solved to a certain extent. Kowloon can have a well constructed up-to-date hospital, and we can have our War Memorial —the same simple and dignified monument, but only on another site.

In view of the above pressing needs of the community, I trust the Government will reconsider its decision to dispose of the "Finest Site" for the Memorial. After all, the living are entitled to some consideration!

Your etc.
"SERO SED SERIO."
Hongkong, Mar. 24, 1920.

Sir,—There has been far too much made of the value of the "finest site" in the discussions which have taken place locally on the War Memorial. What many people overlook is that the allocation of such a valuable spot for the Memorial is in itself a high tribute to those who have fallen. Mercenary folk would no doubt like the site sold to the highest bidder, but the Government and the War Memorial Committee are to be congratulated on placing sentiment before mere dollars. As you well said last night, sir, in a matter of this kind, nothing but the Colony's best will express our gratitude to those men of Hongkong who gave their lives for their King and Empire. Anyhow, the area of the "finest site," even if sold, would not materially help to relieve the Colony's commercial congestion. Let us put our War Memorial on our very best site, where everybody can see it.

At the same time, I do hope that we shall not spend three lakhs of dollars on what we all understood would be a simple Memorial. It looks, from the fact that Major Bird has already submitted a rough design and estimate, that the thing is already cut-and-dried. What should be done is that local architects should be given a chance to compete for design, and the cost should be limited to, say, $50,000 at the utmost.

Yours etc.,
IMPERIALIST.
Hongkong, March 24, 1920.

NEW STANDARD SHIP.

LAUNCH AT KOWLOON DOCK.

The Hongkong and Whampoa Dock Co., Ltd., launched at their Kowloon Yard this forenoon the s.s. War Piper, the last of six vessels constructed to the order of the British Government.

The "War Piper" is now owned by Mr. Nicholas Eustace Ambatielos of Cephalonia Greece, who also acquired the s.s. "War Trooper" and "War Sceptre" recently completed by the Dock Co.

The dimensions are.—Length B.P. 400 ft.; breadth Mld., 52 ft.; depth Mld. 31 ft.; Deadweight capacity, 7,000 tons.

The vessel has triple expansion engines, diameter of cylinders 27"—44" —73" x 48" Stroke, and three boilers of the marine return tubular type 15'6" dia. x 11'6" long x 180 lbs. W.P.

The vessel was successfully launched in presence of an interested gathering, including the scholars of the Kowloon British School; the christening ceremony being gracefully performed by Mrs. R. M. Dyer, wife of the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd.

COMPANY MEETING.

CHINA SUGAR REFINING CO., LTD.

The 42nd annual meeting of the China Sugar Refining Company, Limited, took place this morning at the offices of Messrs. Jardine, Matheson and Co., Ltd. The Hon. Mr. John Johnstone was in the chair and he was supported by Sir Paul Chater, C. M. G., Messrs. J. W. C. Bonnar, F. Maitland, (Consulting Committee), Sir Robert Ho Tung, Messrs. P. Tester, E. Abraham, R. Hancock, O. Kitchell, Ho Leung, Lo Cheung Ip, A. E. Crapnell, Lo Cheung-shiu, Lo Man Hin, Ho Shai-kit, J. M. Shaw (Manager,) E. B. C. Hornell, J. Baptista, F. M. de Graca, A. M. da Silva, R. E. Macdougall, F. Smyth, N. Croucher and W. J. Carroll.

The Chairman said:—The report and accounts, with the auditors' certificate, having been in your hands for the past week or so, I will, with your permission take them as read. It is with great pleasure that the General Agents and Consulting Committee find themselves in a position to present so satisfactory a report, and to recommend the payment of $25 per share to shareholders. We feel sure that the proposal to utilise the past year's successful working to strengthen the position of the Company will have your approval, and in this connection I will briefly comment upon the items in the proposed allocation of the profits. In the first place we propose placing $500,000 to a reserve account called "Sugar Fluctuation Account", to effect any violent drop in prices, in addition to which we propose putting aside $100,000 to an "exchange fluctuation account", to minimise losses through fluctuations in the price of silver. I think you will appreciate the need of two such reserves, in view of the present dangerous high level of prices of raw sugar, and the enormous changes in exchange rates that have been experienced lately. The setting aside of $100,000 for repairs and renewals is highly essential to enable us to continue the policy of doing everything possible to put the plant in a thoroughly up-to-date condition, the results of which policy are being shown in a gratifying manner by the more efficient working of the plant. We trust that the recommendation to divide an amount not exceeding $25,000 among the refinery staff will meet with your approval, as we think the recognition of their capable and loyal services, often under very trying conditions, is well deserved. As you will observe, if the allocation of $500,000 to "Sugar fluctation Account," and $100,000 to "Exchange Fluctuation Account" is agreed to, these amounts together with the $300,000 already standing at credit of "Equalisation of Dividend Fund" will make out total reserves $900,000, which is something to fall back upon in case of necessity. As regards the business of the Company during the past year, the predominating feature has been the continued upward trend of prices for sugar throughout the world.

The following figures for Java raw sugars give a good example of what has happened in all sugar markets:—Java whites at 1/1/19—Glds. 14: at 1/7/19—Gs. 41: at 31/12/19—Gs. 48¾; Java browns at 1/1/19—Glds. 13: at 1/7/19—Gs. 38: at 31/12/19—Gs. 44:

On account of the world shortage of sugar, the demand for our refined sugar has been very strong, and the refinery was working continually during the whole year. Although at the moment there is no indication of any appreciable fall in prices, it must be remembered that these prices are at a dangerously high level, and should the beet crops of Europe assume anything like pre-war dimensions, the balance between supply and demand would be greatly reduced. When it is borne in mind that the beet crop of Europe for the Season 1913/1914, previous to the outbreak of War, was over eight million tons, of which over 2,700,000 tons was contributed by Germany, as against an estimate of less than three million tons for the season 1919/1920, of which Germany's contribution is estimated at about 750,000 tons, it will readily be seen what the possibilities of these markets as sources of supply may mean in the near future. Whilst, as I have already stated, there is no indication at the moment of any appreciable fall in prices, and consequently the prospects of the company for the current year so far are favourable, it is quite impossible to forecast what will be the state of the Sugar market at the end of 1920 as there are so many active factors governing prices. It has been our experience in the past that movements are not slow in taking place—on the contrary they are usually extremely rapid —and it is the possibility of a big slump in prices that has to be guarded against. We consequently ask your unanimous support and approval to the proposed allocation of the profits. I now propose that the report and accounts as presented be adopted and that the balance at credit of Profit and Loss account be distributed as follows:—

The payment of a Dividend of $25 per share absorbing $350,000, Place to Sugar Fluctuation $500,000, Place to Exchange Fluctuation account $100,000, Place to Repairs & Renewals account $100,000, Pay to the Staff as Bonus, a sum not exceeding $25,000, and carry forward to the new account $33,806.77.

Sir Paul Chater seconded the adoption of the report and accounts, and these were adopted unanimously.

Sir Robert Ho Tung proposed and Mr. R. Hancock seconded the re-election of Sir Paul Chater, Messrs. F. Maitland, J. W. C. Bonnar, and G. W. Barton as members of the Consulting Committee. This was unaminously agreed to.

It was proposed by Mr. Lo Cheung Sui, and seconded by Mr. Crapnell that Messrs. H. Percy Smith and A. R. Lowe be re-elected auditors for the ensuing year. This was also unaminously approved.

The Chairman announced that dividend warrants were ready.

DUTCH WARSHIPS.

ARRIVAL IN HONGKONG.

A number of salutes exchanged this morning announced the arrival of two Dutch warships which are at present engaged in a cruise from Java to China, Japan and the Philippine Islands. These cruisers are the Hertog Hendrik and the Tromp and they sail under the flag of Commodore J. C. Bentz van den Berg. They have a displacement of 5,500 tons each.

Calls were exchanged between the Commodore and Rear Admiral Borrett, of H.M.S. Cairo, after the arrival of the squadron in Harbour.

An official landing was made this forenoon. A guard of honour from the Wiltshire Regiment under the command of Lieutenant James, was drawn up near Blake Pier. Captain McGrath represented His Excellency the Governor. After the inspection, the party, accompanied by Mr. Hamel, the Consul General for the Netherlands, proceeded to Government House to call on H. E. the Governor, who later returned the call aboard the flagship.

It is interesting to recall that no Dutch cruiser has visited these shores for several years until to-day. The Tromp is the flagship.

Staying here for a few days, the squadron will later proceed to Shanghai, Chinwangtao, Yokohama, and return to the Dutch East Indies via Manila.

At Singapore a reception was held at the Dutch Club, when the Governor of the Straits, Sir Lawrence Guillemard, was present.

A reception to the officers will be given by the members of the Dutch community at the Repulse Bay Hotel on Friday at 7 o'clock.

ARCHITECT'S DEATH.

DEMISE OF MR. F. ENDELL ROSSER.

It is with very sincere regret that we have to record the death of Mr. F. Endell Rosser, M.S.A., a well-known architect of the Colony, which took place at the French Hospital, Causeway Bay, at eight o'clock this morning. The deceased entered the hospital about a fortnight ago for a slight operation which was successfully performed, but early on Monday morning he was seized with an apopletic fit from which he never fully recovered. Death took place this morning from heart failure.

A very wide circle of friends indeed will hear the news with extreme regret, for the deceased was one of the most popular of men. He first came to the Colony about seven years ago to join the late Mr. Brotherton Harker, on whose death, five years ago, he entered into business on his own account. In his profession he was generally regarded as a man of high capabilities. He recently designed and prepared the plans for the new Portuguese Club, the work on which is about to be commenced. During the war he acted as a Cable Censor and in many other ways was prominently identified with the life of the Colony. He was a Freemason, being a member of the Victoria Lodge. He was 45 years of age, and leaves a widow, one daughter and one son, for whom much sympathy will be felt.

The funeral takes place this evening, passing the Monument at five o'clock.

EUROPEAN IN TROUBLE.

TEARS SHED IN COURT.

Everst Ellipsen, unemployed ship's officer, who was recently before the Court for obtaining goods from Cassum Anmed by false pretences, and escaped the consequences of his offence by promising to keep straight in the future" was again in trouble to-day, on a charge of being incapably drunk. The defendant was lodged at No. 2 Police Station last night, and anticipating that he was "in for it" had taken the course of knocking out his three gold teeth in order to realise on them the amount of the fine which he anticipated would be inflicted by the Magistrate.

Statements male in the Police Court this morning revealed that he had been an habitual drinker for the last few months and for this reason was unable to get a job as ship's officer; moreover, he was not blessed with a single cent.

So this morning, he made another desperate attempt to move the Magistrate's heart by further promises to the effect that he "would never do it again." Meeting with but a cold reception on the part of Mr. R.O. Hutchison, he took to shedding tears, and was very much frightened, as evidenced by the violent shakings of his body. When all hopes seemed lost, he announced that he had his gold teeth which he hoped would be enough to satisfy the demands of the law.

His Worship thought that a term in prison would steady him up a bit, so he inflicted a fine of $10, with the alternative of seven days' hard labour.

ONE OF THOSE NO-LIMIT GAMES.

THE "ANTILOCHUS".

RUMOURS OF TROUBLE.

The Blue Funnel steamer Antilochus, aboard which are Serbian, Croat and Slovene troops and their families, was to have sailed for Europe yesterday, but she has not yet left port. She is due to leave to-morrow.

The delay in sailing has given rise to many rumours, some of a startling character, which have reached us. We were told of serious trouble aboard the vessel, necessitating the placing of an armed guard on the ship and the detention of the steamer in port. We have made exhaustive enquiries, and can get no information whatever of anything serious having happened. It seems, however, that eight men of the Hongkong Police are now aboard the vessel, but they are, we informed, merely going Home on leave and will act as guards "in case of any trouble." This has probably given rise to the stories of an armed guard being sent aboard.

A call by one of our representatives at the offices of the Agents, Messrs. Butterfield and Swire, brought forth no information whatever, the gentleman seen saying that they knew nothing about the matter. The Captain Superintendent of Police was at the office when our representative called, but on being asked if anything had occurred aboard the vessel he said he would prefer to make no statement until the ship had left port.

This is the full extent of the information that we have at the time of going to press. It looks as though Hongkong is well maintaining its reputation for spreading false rumours on the flimsiest of pretexts.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s. 1⅛d.

THE WEATHER.

Forecast:—Fair. Barometer.—30.01. Temperature 2 p.m.—71. Humidity 2 p.m.—77.

U.S. CONSULATE.

A NEW APPOINTMENT.

The American Consulate here is being strengthened. There will be three Vice-Consuls to assist Mr. George Anderson, the Consul-General.

At first, Mr. Anderson had only one Vice, but with the expansion of American trade in Hongkong representations were made to Washington for additional help, and Mr. J. J. Cunningham was sent out last year.

This addition to the staff has proved inadequate for the needs of the Consulate, and to-day there arrived by the Shinyo Maru Mr. MacCullum, who has been appointed Vice-Consul here for the United States.

Mr. MacCullum has been in the U.S. Army for four years, having spent two years in the first American Expeditionary Force. He was, before that, a journalist in Chicago. On being demoblised, Mr. MacCullum was immediately transferred to the Consular service. He is accompanied by Mr. S. E. O'Donoghue, who has been appointed Vice-Consul for the United States at Singapore, and will be leaving for that port in about five days' time.

When Mr. George Anderson goes on six months' furlough shortly, Mr. Cunningham will act as Consul-General.

Mr. Hope, who was previously Vice-Consul here, will be returning from the States very soon.

CADDY IN TROUBLE.

THEFT FROM COL. CROSSE.

A caddy, on the 19th instant, stole the iron head of a golf-club belonging to Colonel Crosse, and whilst displaying this treasured object to several of his countrymen in Reclamation Street with a view to a sale, aroused the suspicions of a watchman, who promptly took the caddy into custody. Enquiries subsequently conducted by the Police revealed the source of the theft, with the consequence that the caddy was charged at the Police Court.

Remanded until to-day, the case was heard before Mr. R. O. Hutchison.

Colonel Crosse stated that when his wife returned from the links on the 19th instant, they did not notice that the golf-club-head was missing until they received telephonic enquiries by the Police. It was then discovered that the iron was not in the golf bag but that in its place there was a stone of a corresponding size to it. Evidently a exchange was made on the links by the caddy who had charge of the bag.

In his statement to the Magistrate, the caddy said he forgot to return the iron to the bag and his intention was to return it to Col. Crosse some other day.

A Police Sergeant then informed the Magistrate that this was a new story by the prisoner. The statement the caddy had made to him on his arrest was to the effect that the iron was entrusted to him by a naval officer to take to Lane, Crawford's and have a new club fitted on.

The peculiar part of this story was the statement by the prisoner that he had no money but was given authority by the naval officer to raise a loan to pay for the cost of the club. It was believed that this story, as well as the other, was the invention of the lively imagination of the prisoner, and his Worship accordingly sentenced him to three weeks' hard labour.

NOTICES.

UNDERWOOD TYPEWRITERS.

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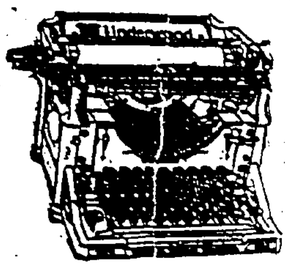

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THE 1920 GIRL.

COMPETITION FOR "THE ELUSIVE MALE."

Dr. R. Murray-Leslie delivered a lecture recently at the Institute of Hygiene, Devonshire-street, W., on the subject of the disproportion of the sexes. He said that there could be no real social rest without feminine contentment, and, in our own country, where women formed the bulk of the population, the effect of their sex preponderance seemed to be almost wholly injurious and to have little compensating advantage.

The female excess was greater in Great Britain than elsewhere, and the war had aggravated this disturbing factor, because the men who had fallen all belonged to the age-group which represented either potential or actual husbands and fathers. There were now over 1,000,000 excess females of reproductive age.

The social effects of sex disproportion were demonstrated in the crumbling of the old ethical standards. The freedom of the modern independent girl from the supervision of her parents; the tendency to rebel against discipline and conventional trammels; the cry of pleasure for pleasure's sake—all these tended to the encouragement of a lowered standard of morality. It was noteworthy that in Ireland the illegitimate birth-rate was far lower than in any other country in Europe, a fact that might be attributed to the approximate numerical equality of the sexes in that country. It was in regard to marriage and family life that female preponderance was playing the most important part. Never had there been so many unhappy marriages. Many married women were demanding divorce by mutual consent, as it was contended that the present rigid law condemned many to the society of an utterly uncongenial companion; while married men often sought happier relations among the numerous unattached women. Speaking from his own medical experience, he had no hesitation in saying that much of the existing unhappiness was traceable to clandestine relations between young women and married men.

Female preponderance resulted in a large and increasing number of the physically and intellectually fittest women in the country being forced into the labour market, while less provident women of the unskilled workers' class married and had large families. The nation was thus deprived of the best potential mothers, and the birth-rate was smallest in the best elements of the population.

Increasing friendship between the sexes had undoubtedly increased the woman's power of son selection, and, with a greater sense of personality, she was probably better fitted to be a mate-selector. She would have opportunity this year, although there was some justification for the young lady who remarked that in view of the great scarcity of bachelors this year and their low percentage of eligibility, this leap year's privilege was not worth having.

SOCIAL BUTTERFLIES.

An extraordinary diversity of type had emerged as a direct outcome of sex disproportion. The domestic type still formed the bulk in the industrial classes, but was becoming rarer in the so-called middle and upper classes. The social butterfly type had probably never been so prevalent as at present. It comprised the frivolous, scantily-clad, jazzing flapper, irresponsible and undisciplined, to whom a dance, a new hat, or a man with a car, were of more importance than the fate of nations. The type contained a large proportion of physically attractive girls with strong reproductive instincts, and they were ever vying and competing with each other for the scarce and elusive male. In many cases they strove by means of dress, or the lack of it, to appeal to man's lower nature instead of exercising the power to elevate his ideals. Young men had dance invitations four and five deep, and our boys and young men were being spoilt before our eyes.

The intellectual type, represented by the professional workers, married in very small proportion, but to them was due driving force that secured amelioration of the conditions of employment of their sex, and it was they who influenced legislation designed to safeguard maternity and to promote child-welfare. Racially it was the intelligent type that was most important and best fitted to undertake the present complex responsibilities of marriage. There was a great difference between intellectuality and intelligence. The purely intellectual woman was, usually, not sexually attractive, but the intelligent woman was well read and in touch with new movements, while she equally appreciated the charms of dress, refinement, and other social amenities.

TOO FEW BOY BABIES.

Turning to consideration of the remedies, the lecturer suggested, as a fruitful subject for study, an investigation of the curious fact that a smaller proportion of boy babies is born in England than in other European countries. There were supporters of polygamy who argued that the modern civilized man needed one woman as his intellectual companion and another to be the mother of his children. But this proffered solution of the problem might be dismissed with some contempt. The real need was to educate girls in a way to develop equally their emotional and intellectual natures. The great problem was, how to save the boy babies and to lower the male death rate. The most immediately practical method of reducing female preponderance was the encouragement of female emigration. Our land girls were fine, healthy specimens of womanhood who should be most valuable as wives in the colonies.

"Why not adopt boy babies?" asked the lecturer. There were many middle-aged people without children who shrank from the prospect of having no share in the future. He therefere suggsted the adoption of boy babies by women of the leisured classes, as a measure of personal and of national benefit.

CATHEDRAL SCENE.

A dispute in Nottingham Roman Catholic Cathedral during the celebration of Mass led to John Simpson, of the Salesian School, Farnborough, being summoned recently for assaulting Leonard Truman. Simpson, who is studying for the Church, was spending a holiday at Nottingham on January 4. Evidence was given that he assisted at the service, one of his duties being to hold a candle whilst the Bishop of Nottingham, Dr. Dunn, performed part of the ritual. Truman took offence at his demeanour, and told Simpson to put the candle down. To avoid trouble, Simpson complied. Both youths adjourned to the vestry, where a further dispute took place, and the assault was alleged to have been committed. The chairman of the magistrates advised the parties to shake hands and be friends. The hint was taken, and the two youths left the court smiling.

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JUTLAND BATTLE.

GERMAN'S GRAPHIC STORY.

London, February 11.—Commander von Hase, senior gunnery officer of the German battle cruiser Derflinger (28,000 tons) has published a book in Berlin, giving details of the Jutland battle from the Hun point of view.

He says the battle was an entirely fortuitous one. The German High Sea Fleet went to sea to cover a big raid on British shipping, but it did not expect to see the British Grand Fleet.

The Derflinger concentrated her fire on the Queen Mary. When the range opened to 19,000 yards, the German guns were outranged, and when the vessels closed in again the Indefatigable was blown up by the Von der Tann's fire.

The writer pays a high tribute to the superb gunnery of the Queen Mary. She was firing full salvoes at a fabulous speed till she blew up under the Derflinger salvoes.

Then four vessels of the Queen Elizabeth type arrived, and their fifteen inch guns had a tremendous effect. These four at one time engaged the whole German Fleet.

Twilight found the Germans half encircled by the British, so the battle cruisers and torpedo boats were ordered to "charge" the enemy to cover the retreat of the rest of the fleet.

The Derflinger, which was leading the battle cruisers, met with a veritable tornado of fire. Shell after shell crashed into her, and the flames penetrated to her ammunition room. Fortunately for her the cartridges only burned and did not explode, which fact proved the ship's salvation.

Only darkness saved the German battle cruisers from absolute destruction.

Commander von Hase adds that there was great relief when the next morning the enemy was not sighted, for, with battered ships and their ammunition almost all gone, the Germans could not have fought victoriously.

The Derflinger alone had 200 killed.

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A Large Size Range Suitable for a Hotel. Prices to Suit All.

C. E. WARREN & CO., LTD.
Nos. 30 - 32, Des Vœux Road, Central.
Established 1900.

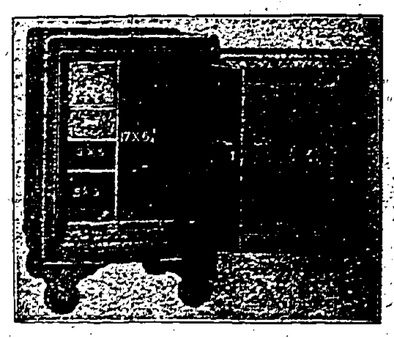
? ARE YOU SATISFIED THAT —
1. The Furniture you get will stand the Winter season and will not crack or "Change"?
2. The price charged is as it should be?
3. Your Furnisher give you sterling service?
4. Durability and ultimate economy are assured you?

MAKE SURE AND ORDER FROM US.
Our service carries with it our ABSOLUTE GUARANTEE.

Tel. 654 **HOP CHEONG** 55, Queen's Rd. Central.
High-class complete House Furnishers, General Upholsterers, House Painters, etc., etc.

ALLENBURY'S BYNIN PREPARATIONS.
BYNIN AMARA,
BYNO-GLYCERO PHOSPHATES,
BYNO-HYPOPHOSPHITES,
BYNO-PHOSPHATES,
ARE JUST TO HAND.
THE PHARMACY. 22, Queen's Road, Central. Tel. 345.

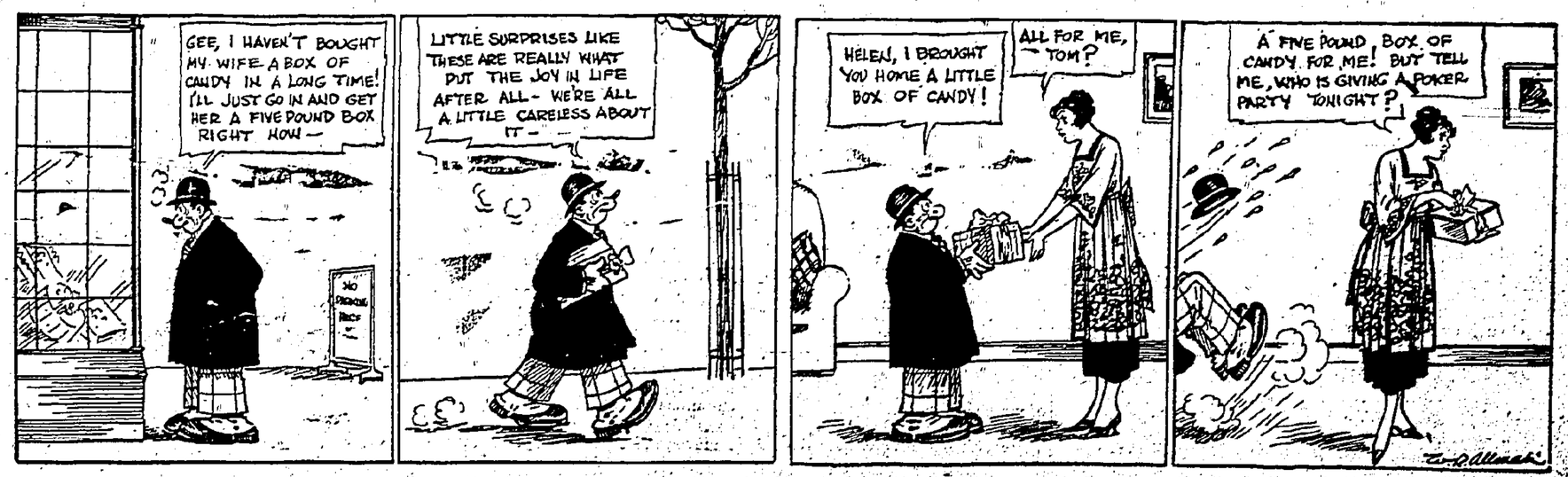
S A F E



S A F E

Defy Burglars and protect your valuables
Stock Just Arrived
Sole Agents.
UNION ENGINEERING CO., LTD.
13 Chater Road

DOINGS OF THE DUFFS — The Event Makes Helen Suspicious. — BY ALLMAN

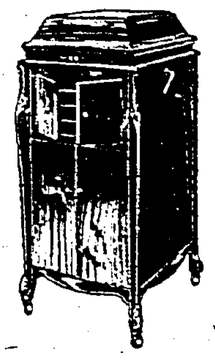


NOTICES.

Delightful dance music

Our Victor Dance Records offer everything that's latest and best in dance music. Come in, and we'll play your favorites for you. The chances are we have the very piece you've been wishing to hear.

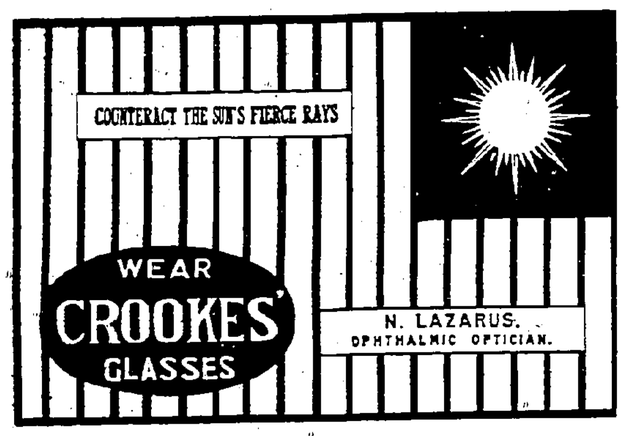
A Victrola—some Victor Records—and you can dance wherever you please and as long as you please. You can get a Victrola and on *the easiest of terms*. Ask us.



Victrola

S. MOUTRIE CO. LTD.

Exclusive Agents.



HEALTH against SICKNESS.

TRADE MARK

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be easily digested and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts of the World.

Your esteemed Orders will receive our prompt and careful attention.

Terms moderate, especially for Agencies.

THE HING WAH PASTE MANUFACTURING CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 48 Connaught Road Central. Tel. No. 2230.
BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.
FACTORIES: Hongkong, Wing Hing Street, Causeway Bay, and Shanghai, No. 71, North Soochow Road.

— NOTICE —

We have just received fresh stocks of Pepsedent Tooth Paste, a scientific, new departure in dental preparations. Price greatly lowered by high rate of exchange.

Also CUTEX.

THE COLONIAL DISPENSARY.

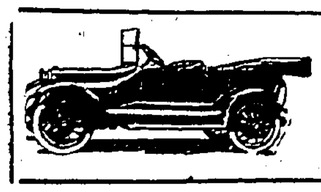
"UNIVERSAL IMPORT & EXPORT CO."

General Commission Agents.

IMPORTERS & EXPORTERS.

Hotel Mansions, Rooms 25, 26 & 27 - P. O. Box 348.

Telegraphic address: UNIMPEXCOY HONGKONG.
Telephone Number: 3422.
Code used: ABC 5th edition
AZ French edition.



STAR GARAGE.

Tel No. 3017.
49, Des Vœux Road Central
HONGKONG.

New Cars on Hire & For Sale.

EARLIER TELEGRAMS.

THE GERMAN REVOLT.

Berlin, March 18.

Luettwitz has resigned and General von Seeckt has been entrusted with the command of the troops provisionally by the Vice Chancellor. Kapp fled in a motor car. The Communists in the South, East and North parts of Berlin are constructing barricades. An Amsterdam message dated the 18th states that the Berlin Cabinet to be constituted to-morrow will include Herr Schiffer as Chancellor, von Seeckt as Minister of War and Herr Cund, manager of the Holland-America Line, as Minister of Finance.

The situation in Berlin is regarded as not so serious although there is general uncertainty as regards the attitude of the troops throughout Germany.

A conference of Ambassadors at Paris decided to draw the attention of the Dutch Government to German war material repeatedly traversing Dutch territory contrary to the Peace Treaty.

The German Peace Delegation states that the direction of affairs in Berlin is in the hands of Herr Ebert and Minister of Justice Schiffer. The delegation denies a statement that a Soviet republic has been proclaimed in Berlin.

It is understood that the Spartacist movement continues in the suburbs but its strength has been exaggerated by the militarists with a view to forcing the co-operation of all parties in the new Ministry.

Copenhagen, March 18.

A message from Berlin states that one of Kapp's last official acts was to conclude an agreement with the Constitutionalists for an amnesty for himself, staff and troops.

Acute tension was prevailing in Berlin on the night of the 17th, fearing clash before Luttwitz's troops evacuated.

The record of casualties throughout the country as a result of the five day Kapp regime is estimated at many hundred dead.

The general strike of railwaymen is declared off.

Serious risings are reported at Dusseldorf, Dortmund and Halle. At Dortmund there was heavy fighting between regular troops and workmen. The latter, who were victorious, took possession of the town. Many were killed and wounded on both sides.

It is reported that Herr Noske is resigning and it is anticipated that a professional soldier will become War Minister.

The Baltic troops assembled in the Wilhelmstrasse and Unter den linden in marching order and with flags prior to departing. Immense crowds jeered and hooted the troops who, enraged, fired twice wounding several.

OBSTREPEROUS TURKS.

London, March 18.

It is reported that the Commander of the Turks in Thrace refuses to accept orders from Constantinople. He has denounced the armistice, states that armed compulsion will be opposed and proposes to establish a Government at Adrianople.

RUMANIAN POLITICS.

Bucharest, March 18

M. Averescu has formed a Cabinet. The act is tantamount to the dismissal of M. Vaidavoevod. The crisis was due to the landowners' opposition to the bill providing for the possibility of every peasant owning his land which is designed as the most effective preventive of Bolshevism.

DE VALERA IN NEW YORK.

New York, March 18.

De Valera from the steps of St. Patrick's Cathedral reviewed a semi-military procession estimated at twenty-five thousand including a thousand Indians. The Governor of New York State and the Mayor of New York occupied the reviewing stand.

PRESIDENT WILSON'S VIEW.

Washington, March 18.

In a message it is semi-officially announced that President Wilson has informed the Acting State Secretary that he favours the ejection of the Turks from Constantinople and this view will be duly conveyed to the Allies.

COAL MINERS' DEMANDS.

London, March 18.

The Miners' Federation waited on the Prime Minister, Mr. Bonar Law, Sir R. Horne and other Government heads and submitted a demand for a daily increase of wages by three shillings for men and eighteen pence for boys.

Mr. Lloyd George suggested that the demand should first be examined by the Coal Controller.

The Coalowners' Federation has agreed to meet the Coal Controller thereanent to-morrow.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SHANGHAI COTTON COMPANY.

CONTROL TO REMAIN IN BRITISH HANDS.

Shanghai, March 23.

Sir Havilland de Sausmarez has made an order for an injunction in the Shanghai Cotton Co. case, preventing the control going from the British to the Japanese.

GOLF CLUB.

PROPOSED LARGER SUBSCRIPTIONS.

A general meeting of members of the Royal Hongkong Golf Club was held yesterday afternoon at the offices of Messrs Jardine Matheson and Co., Ltd. Mr G. M. Young presided and there was a very large attendance, including the committee, Hon. Mr E. V. D. Parr, Mr F. H. Thomas, Mr E. W. Grist, Mr W. D. Kraft, Mr T. W. Hill, Mr R.M. Smith and the Hon. Secretary, Mr Greenhill.

Opening the proceedings the Chairman referred to the growth of the Club and said they had arrived at a stage where marking time with regard to capital expenditure was called for, while at the same time they must maintain the position they had arrived at. He was sure members desired necessary progress to continue, but at the present time, owing to the capital expenditure on improvements the revenue did not cover the outlay. It was necessary, however, to have a European steward at Fanling and in view of the fact that the lease of his present dwelling would soon run out it was proposed that the Club should possess its own steward's bungalow, and in view of the lack of amenities at Fanling it was desirable that the stewards be well housed. This and other necessary changes called for further funds and the proposal was to raise the subscriptions of members and subscribers—from $5 to $7 for playing members, from $2 to $5 for absent members, from $3 to $4 from non playing members, from $2 to $3 for subscribers and from nothing to $3 for lady subscribers per month, which would increase the revenue by approximately $17,000 per annum. Members wanted the dressing room accommodation enlarged, which would necessitate extension of the verandahs of the Club house.

The Chairman entered into figures.

Hon. Mr A.G.M. Fletcher suggested that the figures be set out in detail and circulated to enable the members to properly appreciate the position.

Considerable discussion followed. The proposals were formally put, viz. the increases mentioned with alternative of a lump sum of $25 for absent members); lady subscribers to be subject to ballot, committee to be increased, dressing room enlarged and steward's quarters provided.

On the question of lady subscribers a member asked would lady subscribers be blackballed and a committeeman said the expansion to them of the ballot system involved that possibility.

A member: If they are subject to rejection who has the suffrage?

The Chairman: The men. (Laughter).

In reply to further queries the Chairman said the ladies were not now ballotted for, neither did they pay subscriptions. The idea was to allow them to run their own Club house.

An amendment was moved that the meeting be adjourned and meanwhile the committee circulate a synopsis of the balance sheets of the past three years, showing the Club's position and detailing reasons for the changes. This was carried. Mr Fletcher explaining that there was no desire to cavil at the Committee, to whom the thanks of members were due. (Applause).

DR. BARNARDO'S HOMES.

Donations may be sent to Mrs H. E. Pollock, 128 The Peak; Mrs Lander, St. Paul's College; Miss Dawson, Helena May Institute.

Donations already acknowledged. £35.10.0 $333

The following further donations have been received —

Mrs Russell		25
Anon.		10
Mrs Congdon		10
Miss Hazeland		10
Nora & Sonnie Branch		15
Lady Chater		50
Mr & Mrs Pentreath		100
Mrs Matheson		10
Mrs Chouquet		1
Anon.		1
Mrs Purves		5
M. C. S.		25
Marjory		10
Mrs Gedge		25
Mrs Hall		25
Mrs Crockatt		10
Anon.		10
Mrs Aubrey		10
G. T.		1
Mrs Wells	£ 2. 2.0	
Anon.	£ 2. 0.0	
Totals	£39.12.0	$680

NOTICES.

To make appetites glad— every day in the year.

The R.M.S. "EMPRESS OF ASIA" having arrived from Vancouver with the following goods in Cold Storage.

FRASER RIVER FRESH SALMON	per	lb	80cts
SELECTED KIPPERS	„	„	30cts
COD FILLETS	„	„	50cts
FINAN HADDIE	„	„	50cts
SMOKED SALMON	„	„	80cts
BACON "SHAMROCK" Brand	„	„	$1.00
ORANGES	each		10cts
GRAPE FRUIT	„		10cts
APPLES, YELLOW NEWTOWNS	per	lb	25cts
APPLES, WINESAPS	„	„	25cts

LANE, CRAWFORD & CO.

LOWNEY'S AMERICAN CHOCOLATES.

CADBURY'S CHOCOLATES.

BORDEN'S MILK CHOCOLATES.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

25, WING WOO ST.

'PHONE NO. 1116. CENTRAL.

FRENCH LESSONS.

G. MOUSSION,

15, Morrison Hill Road.

LA FAVORITE

LATEST PARISIEN CREATIONS

EVENING DRESSES, AFTERNOON GOWNS, SMART COSTUMES & SPORTING APPAREL.

LA FAVORITE

9 Beaconsfield Arcade.

FOOK LEE & CO.,

always in stock, large quantities of

Tinplates, Wire nails, Pig Lead, Pig Iron, Steel Plates, Black Sheets, Galvanized Wire, Galvd Sheets, Yellow Metal Sheathings & etc.

Telephone Nos. 1174 & 1950. *Nos. 2 & 4 Hillier Street, and 6 York Building, Chater Road.*

JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

—:o:—

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL. 2877 TEL. 2877.

THEATRE ROYAL
HONGKONG

By arrangement with African Theatres, Ltd.
MIDDLE EAST FILMS LTD., Present

THE GREAT ENGLISH ACTRESS

MARIE TEMPEST

In association with

GRAHAM BROWNE.

In a Repertoire of Famous "Tempest" Comedies.

NIGHTLY at 9.15 p.m. sharp.

TO-NIGHT & TO-MORROW NIGHT (Wednesday & Thursday), MARCH 24th & 25th
COUSIN KATE
By Hubert Henry Davis.

FRIDAY, MARCH 26th
OUTCAST
An Indictment. By Hubert Henry Davis.

SATURDAY, MARCH 27th
Mrs. DOT
By W. Somerset Maugham.

MONDAY, MARCH 29th
AT THE BARN
By Anthony Wharton.

TUESDAY, MARCH 30th
LAST NIGHT
Henry Arthur Jones' Famous Comedy
MARY GOES FIRST

Prices: $6, $5 & $3.
Plans at **MOUTRIE'S.**

Management: WILFRED COTTON

AMERICAN ITEMS.

(From Manila Papers.)

New York, March 17.—Eamonn De Valera, self-styled president of the "Irish Republic" issued a St. Patrick's day proclamation to the "sons and daughters of Gael," urging them to show the world the right course of moral duty and to teach mankind peace and happiness, and urging them to keep the law of love.

* * *

Washington, March 17.—Admiral W. S. Sims testified before the Senate Committee that his request for an adequate staff was not granted by the department, until Admiral W. S. Benson visited London and observed the necessity therefor months later.

* * *

Redfield, S. D., March 17.—Major General Leonard Wood in an address here urged the elimination of excess profits taxes and other taxes because they are paralyzing initiative when we need it most to encourage American business at home and abroad, in order to meet English competition.

* * *

Indianapolis, Ind., March 14.—The American Legion at headquarters here announced that the membership of the organization is now more than one million. There are now 8,475 posts in the United States.

* * *

Washington, March 15.—Admiral W. S. Sims testified before the Senate Committee investigating awards of medals by the Navy Department, that the Navy Department after establishing an "impracticable" plan to protect American troops by convoys, substituted his plan. "Only the fact that God was with us," saved equally the troops and the convoys from the German torpedoes, said Admiral Sims.

New York, March 17.—Counsel for the Francisco Sugar Company, a New Jersey corporation, admitted the company proposed to lease its assets to Cuban corporations to evade the payment of the federal income excess profits taxes of approximately one million dollars annually. He contended the action was legal of taking advantage of the revised laws giving resident taxpayers the opportunity of earning profits in foreign countries through foreign corporations, and paying taxes only on profits which the taxpayers take from subsidiary companies into their own treasury. Thirty per cent. dividends were promised in 1920, as a result of the proposed tax saving.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

Thursday, the 25th March, 1920.

commencing at 2.30 p.m.

at his Sales Rooms, Duddell Street,

A Quantity of Valuable Household Furniture.

Comprising:—

Morocco covered corner couch, easy chairs, carved cherrywood curio cabinet, teak flower stands, teak occassional tables, dining chairs, carpets, rugs, pictures, vases, orn ments, teak writing tables, marble clocks, electric ceiling & table fans, brass flower pots, electro-plated ware, electric radiator & toaster, double & single teak & iron bedsteads, teak dressing table, washstand & chest of drawers, silk cushion, teak cupboards, etc. etc.

Also

A Few Pieces of Very Fine Canton Blackwood ware

Comprising:—

Tapestry covered drawing room suite, card table, opium stool, silver cabinet, corner whatnots, teapoys & flower stands etc.

On view from WEDNESDAY the 23rd inst.

Catalogue will be issued.

Terms: Cash on delivery

Geo. P. LAMMERT,
Auctioneer.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on

Thursday, the 25th March, 1920.

commencing at 11 a.m.

at Nos. 5 & 8 Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

(more or less damaged by sea water)

A Large Quantity of Tinned Provisions.

Comprising:—

Jello, Peas, Cherries, Asparagus, Condensed Milk, Chili Sauce, Sardines, Barley, Apples, Salmon, White Figs, Shreded Wheat, Macaroni, Cheeses, Tomato Catsup, Queen Olives, Paradise Soda, Almonds, Lentils, Spices, Apricots, Raspberries, Jelly, Pancake Flour, Pearl Barley, Chocolate, etc. etc.

Also

630 Bales Old Newspaper
1 Heap Old Newspaper
1 Case Electric Torch Batteries

Terms: Cash on delivery.

GEO. P. LAMMERT
Auctioneer.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 29th March 1920.

commencing at 2.45 p.m.

at No. 2 Mountain View, the Peak

A Quantity of Valuable Household Furniture

(Full particulars from catalogue)

On view from Sunday, the 28th inst.

Terms: Cash on delivery

Geo. P. LAMMERT,
Auctioneer.

PUBLIC AUCTION.

GEO. P. LAMMERT.

The Undersigned has received instructions from Mr. J. H. Gardiner to sell by Public Auction on

FRIDAY

The 26th day of March 1920, at 12 o'clock noon

at his Sale Rooms, Duddell Street

The Steam launch "Tina" as she now lies in Causeway Bay together with all her machinery, engines, tackle, apparel, furniture and equipment on board, subject to the conditions of sale thereof. Her dimensions and tonnage are approximately as follows:—

Length 75 feet.
Breadth 14 feet 8 inches.
Depth 7 feet 6 inches.
Gross Tonnage 51.46
Registered Tonnage 34.99

Inspection orders and full particulars on application to the undersigned or Mr. Gardiner.

The steam launch to be at purchaser's risk after fall of hammer.

Geo. P. LAMMERT
Auctioneer.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY

to sold in one lot by Public Auction on

TUESDAY

the 6th day of April 1920 at 3 o'clock p.m. at his Sales Rooms at No. 6 Duddell Street, Victoria Hongkong,

by Mr. Geo. P. Lammert,
Auctioneer.

The property consists of:

All that piece or parcel of ground situate at Victoria Hongkong registered in the Land Office as Section D. of Inland Lot No. 968 together with all the messuage and premises thereon known as No. 65 Wyndham Street.

For further particulars and conditions of Sale

Apply to
Messrs. Wilkinson & Grist
Vendor's Solicitors.
No. 9 Queen's Road Central.
Hongkong
or
Mr. George P. Lammert
Auctioneer
No. 6 Duddell Street,
Hongkong.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920.

commencing at 3 p.m.
at his Sale Rooms, Duddell Street

The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg.
921 tons net Reg.
1800 tons deadweight capacity on 17 feet mean draft
Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salved, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to

Geo. P. LAMMERT,
Auctioneer.
or
Messrs. THORESEN & CO.
Hongkong.

G. R.

NOTICE.

Notice is hereby given to all persons who are, or have at any time been, members of the Hongkong Police Reserve to FORTHWITH RETURN ALL GOVERNMENT UNIFORM AND EQUIPMENT which has been issued to them to Central Police Station Store at the following times:—

Monday—Fridays 9 a.m. to 4 p.m.
Saturdays 9 a.m. to 1 p.m.

E. D. C. WOLFE,
Captain Superintendent of Police.

Hongkong, 22nd March, 1920.

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that Certificate for 4 Shares Numbers 20985, 20988 issued on 11th March 1889 in the name of Ip Ping Kwan, has been declared lost, and should the same not be produced before the 31st inst, the same shall be deemed cancelled and of no effect.

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 13th March, 1920.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A New Class for "BEGINNERS" will commence on MONDAY, 5th April, 1920, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order.

E. A. M. WILLIAM,
Secretary.

Hongkong, 15th March, 1920.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

Friday, the 26th March, 1920.

commencing at 2.45 p.m.

at No. 17 Humphreys Building, Kowloon

A Quantity of Valuable Household Furniture

comprising:—

Very finely carved blackwood couch, silver cabinet, chairs, stools, teak hatstand and music cabinet with bevelled mirrors casement curtains, electric ceiling and table fans, electric fittings, engravings, ornaments, carpets and rugs etc. etc.

Teak extension dining table and chairs, teak sideboard and dinner waggon with bevelled mirrors, teak card table and occasional tables, roll top desk, crockery, glassware, cutlery, etc. etc.

Double and single brass and iron bedsteads, teak double and single wardrobes with bevelled mirrors, teak marble top dressing table and washstands, teak couch and chairs, toilet set etc. etc. including one very fine camphorwood Bedroom Suite.

Also

Pots plants, bamboo blinds, pantry & kitchen requisites

And

1 American Ice Chest

On view from Thursday, the 25th inst.

Catalogue will be issued.

Terms: Cash on delivery.

Geo. P. Lammert,
Auctioneer.

NEW ADVERTISEMENTS.

G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 29th day of March, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shaukiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Sale	Register No.	Locality	Boundary Measurements N	S.	E	W	Contents in Sq. Feet	Annual Rental	Upset Price
1	Shaukiwan Inland Lot No. 451	Adjoining Shaukiwan Inland Lot No. 439, Shaukiwan	As per plan				1,330	$ 12	$ 1,330

NOTICE.

CATHOLIC MEN'S CLUB.

A meeting of British Catholics is to be held to-morrow evening at 5.30 p.m. in St. Patrick's Hall, Garden Road, with the object of establishing a Catholic Men's Club. A circular letter, with the proposed Rules, has been sent out. Should there be any British Catholics who have not received the circular, they are also cordially invited to be present.

NOTICE.

VICTORIA RECREATION CLUB.

The Final of the Billiard Championship of the Colony between Mr. P. A. Yvanovich and Mr. S. Gray takes place this evening commencing at 6 p.m. sharp: At 500 there will be an interval of one hour for dinner.

The winner will meet Mr. K.K. Leung (the holder) in the Challenger Round on Friday, the 26th instant.

R. H. B. MITCHELL,
Hon. Secretary.

Hongkong, 24th March, 1920.

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S. S. "SHINYO MARU."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU, & JAPAN PORTS.

The above named Steamer having arrived Wednesday, 24th March, 1920, Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 30th March 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Wednesday, 30th March, 1920 at 11 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

T. DAIGO,
Manager.

Hongkong, 24th March, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION
Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:—

WANTED.

WANTED.—A House or Flat Furnished or Unfurnished. Lower or Mid Level Preferred. Reply P. O. Box 576, Hongkong, China.

FOR SALE.

FOR SALE.—Cole 7 seater car in good condition. Equipment complete. Apply: Shewan, Tomes Garage Tel. 659.

FOR SALE.

FOR SALE.—One Sulzer Diesel Engine 300 H.P. direct coupled to a 200 K.W. Alternator. Full Specification can be obtained at the office of the Hongkong Electric Co. Ltd., St. George's Buildings. The Plant can be inspected at the Company's Works, Wing Fung Street, Wanchai. The Company are prepared to accept an offer for the Engine without the Alternator.

REPULSE BAY HOTEL.

WEDNESDAY, March 24th.
TEA DANSANT
from 4 to 7 p.m.
DINNER DANCE
from 8 p.m.

SATURDAY, March 27th.
TEA DANSANT
from 4 to 7 p.m.
DINNER DANCE
from 8 p.m.

SUNDAY, March 28th.
Orchestral Concerts During Tiffin and Afternoon Tea.

NOTICE.

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

The Twenty-third Ordinary Annual Meeting of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6 Connaught Road on SATURDAY the 27th, March 1920 at 11 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st. December 1919 and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from SATURDAY the 20th March 1920 until SATURDAY the 27th March 1920, both days inclusive.

SHEWAN TOMES & CO.
General Managers.

Hongkong, 9th March, 1920.

NOTICE.

VACUUM OIL COMPANY.

Effective from date, the Power of Attorney heretofore held by the undersigned, covering South China, Philippine Islands, Cochin-China, Siam, Straits Settlements and Dutch East Indies will be held by I. H. Geare.

(Signed) J. H. CONGDON
General Manager.

Hongkong, 19th March, 1920.

NOTICE.

HONGKONG CLUB.

THE THIRTY-FOURTH YEARLY GENERAL MEETING of the Members of the Hongkong Club, will be held in the Club House on MONDAY, March 29th, 1920, at 5.30 p.m.

By Order,
C. H. P. HAY,
Chairman.

Hongkong, March 19th, 1920.

NOTICE.

HONGKONG CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, Connaught Road Central, Victoria, Hongkong, on MONDAY, the Twenty-Ninth day of March, 1920, immediately after the Yearly General Meeting, when a Resolution as detailed in the notice exhibited in the Club House will be proposed as an Extraordinary Resolution.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated the 19th day of March, 1920.

By Order of the General Committee,
C. H. P. HAY,
Chairman.

NOTICE.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Notice is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2 Queen's Buildings, Hongkong, on Saturday 27th March 1920 at noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st, December 1919.

The Share Register and Transfer Books will be closed from the 19th to the 27th March 1920 both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hongkong, 15th March, 1920.

NOTICE.

HONGKONG FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

The Fifty-first Ordinary Meeting of Shareholders will be held at the Offices of the undersigned at Noon on TUESDAY the 30th, instant.

The Transfer Books of the Company will be closed from the 16th to the 30th instant, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Managers,
Hongkong Fire Insurance Company, Ltd.

Hongkong, 11th March, 1920.

MUSARD & CO.

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Sailings subject to alterations.

For	Steamer	Loading
Rotterdam & Hamburg	"TJITAROEM"	about end of May
Amsterdam & Hamburg	"BATJAN"	about end of June

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the **1st April, 1920, to:—**

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

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Telephone No. 1574. Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer
"LYCAON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godowns on and after 16th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 15th March, 1920.

NOTICE TO CONSIGNEES.

S. S. "WEST MONTOP."

From LOS ANGELES
via JAPAN PORTS, and
SHANGHAI.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on March 27th.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after March 27th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

LOS ANGELES PACIFIC NAVIGATION CO.,
As Operators,
U.S. SHIPPING BOARD

Hongkong, 20th March, 1920.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Oginomatsu Barahatee, from Tanokuchi.
Courtees, from Shanghai.
World Insurance Co., from Shanghai.
Fredrick, A. Smith Butterfield Swire, s.s. Sunning, from Shanghai.
Sinthyekee, from Amoy.
Pousette Trade Commissioner, from Shanghai.
Soonthai, from Amoy.
Vanfontong, Tafudoll Street, from Shanghai.
Shingyick, No. 224 Des Vœux Road, W. from Amoy.
Yatheung, Tea saloon c/o Pongwanten Sektongtsui, from Amoy.
Tousakazlu, from Osaka.
Fentsch Posterestante, from Vladivostock.
Mouro, Hongkong Hotel, from Tentsin.
Leeyuenchiang from Shanghai.
0295, from Shanghai.
Voutongcheong, Fayt Ontailee Des Vœux Road, from Yokohama.
Mogigomei, from Osaka.
Ensign, from Kobe.
Leung Yau Cheang Ming Lock, from Kobe.
Gaan, from Shanghai.

T. KRING.
Superintendent.
Hongkong, March 19, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Bradles, from Rangoon.
Canework, from Kualalumpor.
Gjessing Clavreiss, from Singapore.
Lipson, from Shanghai.
Martins Limited, from Perth W. A.
Nagase, from London.
Olchiross, from Manchester.
Pearse Moh, from Bombay.
Perasia, from Paris.
Robikon, from Lapas.
Scilingo, Argentine Consulate, from Durban.
Yangworks, from London.

D. de H. FARRANT,
Superintendent,
Hongkong, Mar. 18, 1920.

TIDE TABLE.

22nd to 28th March, 1920.

Day of Week	Day of Month	High Water Hongkong Mean Time	Height	Low Water Hongkong Mean Time	Height
		h. m	ft. ins.	h. m.	ft. ins.
Mon.	22	m 10 18	5.5	m 4 26	1.9
		11 3a	5.2	4 45a	1.4
Tues.	23	m 10 54	5.7	m 4 49	2.3
		11 58a	5.6	5 33a	1.3
Wed.	24	m 11 35	6.3	m 5 20	2.7
				6 31a	1.5
Thur.	25	m 1 8	5.9	m 5 54	3.2
		0 24a	6.7	7 44a	1.7
Fri.	26	m 2 26	4.4	m 6 31	3.5
		1 22a	6.6	9 12a	1.8
Sat.	27	m 4 19	4.2	m 7 19	3.9
		2 33a	6.4	10 42a	1.8
Sun.	28	m 5 48	4.4	m 8 38	4.1
		4 14a	6.3	11 53a	1.7

m morning, a afternoon.

DUBLIN CHURCH BURNT OUT.

The Roman Catholic Church in Rathmines, Dublin, was destroyed by fire recently. Only the outer walls remain standing. The fire was discovered by the sacristan at half-past 6 o'clock, and he called the township fire brigade. Apparently, only part of the flooring in front of the high altar was burning, but soon afterwards fire broke out in the woodwork over the altar, and it spread quickly to the roof. The Dublin Fire Brigade was called, but the building could not be saved. The fire is belived to have been due to the fusing of electric wires.

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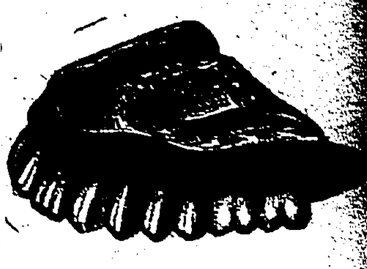

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FOR TWO NIGHTS ONLY.

BOX SEATS: $3.00. **STALLS (1st 2 Rows): $3.00.**
STALLS: ... $2.00. **PIT ... ... $1.00.**
DRESS CIRCLE: 50 cents.

COMMERCIAL NEWS.

BIG JAPANESE NITRATE PURCHASES.

A recent development in the nitrate market that has aroused comment has been the extraordinary demand that has sprung up from Japan. Down to two or three years ago Japan's consumption of nitrate of soda was limited to about 30,000 tons per annum. This was used mainly for industrial purposes, and in addition the country took considerable quantities of sulphate of ammonia, which was supplied from England. Now, owing to the shortage of sulphate of ammonia, Japan is getting nitrate only. During the last few months her purchases of nitrate have been something like 200,000 tons. While increased industrial needs are accountable to a large extent, the great increase in the demand is also due to growing recognition by Japan of the value of nitrate for agricultural purposes.—*Times.*

RUBBER PROSPECTS.

The sixteenth edition of the *Financier* Rubber Share Handbook has just been pubished. It provides much statistical and other information regarding companies owning rubber and other produce properties in the Malay Peninsula, Ceylon, South India, Botrsrneo, Java, Burmah, Sumatra, and, indeed, wherever there are rubber plantation companies. The information is brought down to September last, so that the recent and present augmentation of capitals naturally does not appear in the present issue. In the preface to this edition the Editor, Mr. E. L. Killick, writes very optimistically of the present and future prospects of the plantation industry. Facts are stubborn things, and at present they are entirely in his favour in adopting such a view. He writes that, "looking ahead, one is justified in doubting whether the existing rubber producing areas are capable of supplying the world's needs in the future. It is quite conceivable that a few years hence an actual shortage may arise, though this development will be governed to a large extent by the price of the commodity. Moderate prices mean large consumption and the development of new uses, while a high price automatically restricts consumption and leads to the adoption of all kinds of low-grade rubbers, substitutes and reclaimed material."

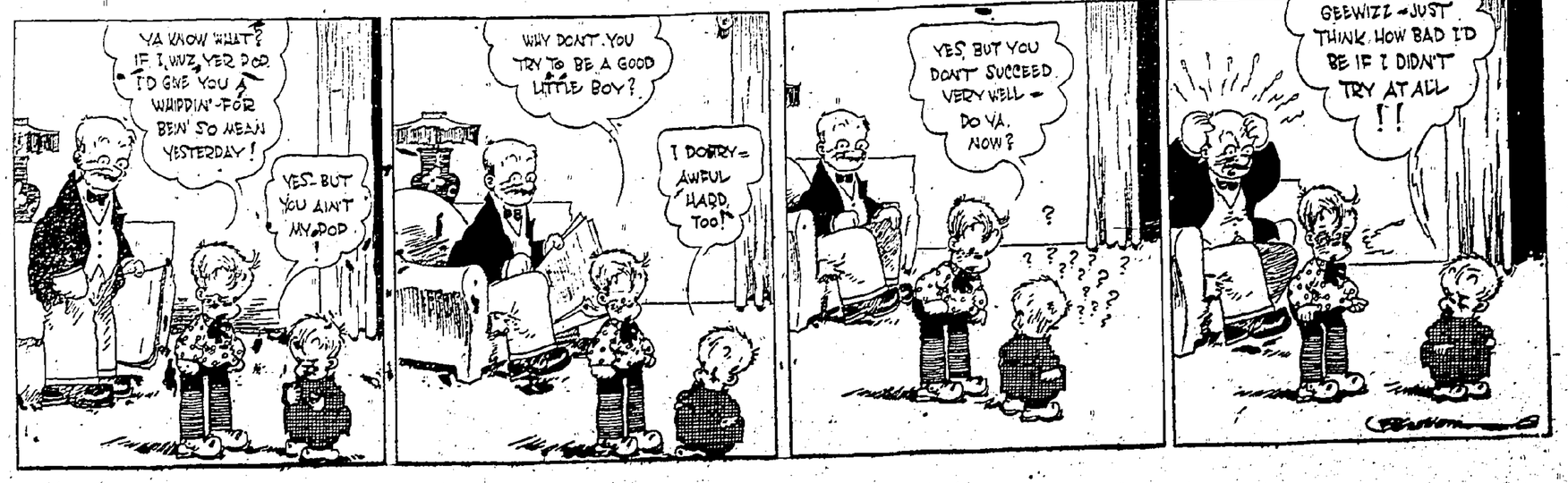
NEW BILL OF LADING.

Supplement 2 to the American Consolidated Freight Classification No. 1, published to become effective February 29, 1920, carries a facsimile of the new form straight bill of lading as changed to comply with the Interstate Commerce Commission's finding in the so-called Decker Case, I. C. C. Docket 10696. To accomplish this the following amendment is made to the third paragraph of the third section of the current form: "Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence as conditions precedent to recovery, claims must be made in writting to the originating or delivering carrier within six months after delivery of the property (or in case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed. Suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed; provided, however, that where claims for loss, damage, or delay have been duly filed with the carrier and such claims have not been difinitely declined in writing by the carrier before the beginning of the last six months of the two-year-and-one-day period, then suit thereon may be filed within six months from the date the claims are definitely declined in writing by the carrier, but not after. Where claims for loss, damage, or delay are not filed, or suits are not instituted thereon, in accordance with the foregoing provisions, the carrier will not be liable and such claims will not be paid." Failure to incorporate the foregoing in privately printed bills of lading in no way decreases carrier's liability, and no alteration need be made in those now in stock.

ARMENIAN MANDATE FOR HOLLAND?

Amsterdam, January 25.—The Hague newspaper *Nieuwe Courant* is informed that should the United States refuse to accept the mandate over Armenia, this mandate will be offered to Holland.

FRECKLES AND HIS FRIENDS — Tag Could Be a Lot Worse! — BY BLOSSER.



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TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is $36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who are our agents there.

BIRTH.

MARTYR—BORTHWICK.—On March 20th, at St. John's Cathedral, Hongkong, by the Rev. Copley Moyle, Helen MacLeod, only daughter of Mrs. E. Borthwick of Yokohama, to Colin Willard, fourth son of Mr. and Mrs. J. W. C. Martyr of Peaslake, Surrey, England.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 24, 1920.

COMPETITIVE SHIPBUILDING.

One cannot fail to be struck these days by the very great amount of American tonnage that is now coming into the Port of Hongkong as compared with pre-war days. Time was, quite recently, when there was not a single American line operating on the Pacific and most residents will remember the festival that was made of the occasion when the Pacific Mail line first re-commenced its operations less than four years ago. The American flag had come back to the Pacific, it was said, and if it had only been given to those present on that occasion to look forward into these days it would have been a very surprising vision for them. What Hongkong is experiencing is typical of what is going on all over the world, namely keen competition between American and British tonnage. When one considers that building is still going on rapidly in both countries it is patent that the days are not far distant when the cost of carrying goods will be very materially decreased by reason of the competitive effect. It is interesting to study the relationship between British and American tonnage, and Lloyds Register annual shipbuilding returns which have recently been issued at Home are illuminating on this point.

The significant fact is that from the United States yards alone there was launched last year over 4,000,000 tons of shipping, or well over half the total output of the world. Lest there should be any misconception of the character of this tonnage, it is well to bear in mind that nearly 3½ million tons of this output was in steel ships. True it is, that the United States industry may be a less formidable competitor in the immediate future, as it is now known that, for the first time since the United States established a great shipbuilding industry, there is a larger tonnage under construction in the United Kingdom than in the yards of the United States. If we read the situation aright, the latest figures mean that whilst Britain is gradually expanding her own industry, the United States is consolidating her shipbuilding activities. In that case it is the best of the United States yards which will remain a permanent addition to the industry, and these, beyond all doubt, will, even after making allowance for all the things which tell in our favour, be a thorn in our side for many years to come. It is recognised, both in Britain and in the United States, that the present period is in a sense one of preparation for the real struggle to hold the lead in shipbuilding, and he would be a bold man who would venture a confident prediction as to what may really happen in shipbuilding during the next few years. This, however, may be safely asserted, that, provided labour adopts an attitude which takes account of economic conditions, the British industry is better prepared than some critics believe for a period of intense international competition.

A perusal of the statistics given makes it clear that there are other rivals looming behind the United States, Japan having made a surprising advance with an output of nearly 612,000 tons last year, while from Canadian yards 271,000 tons were put into the water. It may seem a harsh criticism, but one may say with truth, that the rest of the world is of little account. The United Kingdom and the United States produced nearly six million tons out of a world total of a little over seven million gross tons, and Japan was responsible for nearly half the balance. Canada ranked next, far ahead of all European countries. With the Dominion figures added to Britain's total, the Empire output is a round two millions. The current year should put this achievement in the shade, and when totals come to be counted at the end of 1920 there may not be much in it between the United States and the United Kingdom. But looked at from whatever standpoint, it is clear that British shipbuilding and shipping is going through a time of test.

NOTES & COMMENTS.

SCHOOL BOXING.

With the certain support of His Excellency the Governor and the officials of the Hongkong Boxing Association, it is to be trusted that before long the example set by the Kowloon British School in introducing boxing into school life will be followed by the other boys' schools of the Colony, and that the sport will be given as much attention as other forms of recreation, in the formation of a Schools' Boxing League. With regard to the Anglo-Chinese Schools of the Colony, doubts are expressed as to the reception which the idea will meet with the pupils It may not be generally known that the Chinese have their own style of boxing, which is a cross between ju-jitsu grips and blows inflicted with the open palm. The Chinese have been conspicuous by their absence at the recent boxing contests, which fact has given rise to the suggestion that the British style of boxing is not in favour amongst them. Nevertheless, bearing in mind the popularity which other forms of Western sport have attained amongst the Chinese, it is not too much to hope that with a little encouragement on the part of the masters, boxing will one day flourish in connection with the Chinese schools of the Colony.

SCHLESWIG'S FUTURE.

Reuter appears to have an unhappy knack of making a muddle of the Schleswig plebiscite figures. When the results of the voting on the first zone came to hand some time back, the cable gave a tremendous majority in favour of German rule. Happily, news received by Danish people in Hongkong made it clear that a mistake had been made, for the great bulk of the people plumped for Denmark, as they were expected to do. It now looks as though another bungle has taken place concerning the second zone. Reuter's message to hand on Saturday not only definitely led off with the statement that the voting would result in favour of Germany, but figures both in regard to Flensborg and the country districts gave big majorities against Denmark. But here is what an Associated Press message from Copenhagen states:—"Official figures in the second plebiscite zone on the question of the return of Schleswig-Holstein showed an overwhelming majority against Germany. Germany did not receive a majority in any district." The two messages are in direct conflict, but we prefer to believe the latter news. It is inconceivable that inhabitants of Schleswig, which was torn from the Danes by Germany, would, when given the chance to return to Danish rule, vote in favour of the continuance of German overlordship. German rule to them must have been even more unbearable than it was in the case of the natives in what was formerly German Africa.

AMERICA AND IRELAND.

That madcap, De Valera, has been busy in America again. An overnight cable says that he has reviewed a semi-military procession, estimated at 25,000 and including a thousand Indians, from the steps of St. Patrick's Cathedral in New York. An additionally interesting fact is that the Governor of New York State and the Mayor of New York occupied the reviewing stand. Now, when is this sort of thing going to end? The very nature of the procession is suggestive, yet we find prominent Americans not only acquiescing in the business but giving it what may be termed official recognition. Does it never occur to some of these Americans that their attitude on these Irish demonstrations and the ready supply of American gold for propaganda purposes materially encourages the further estrangement of Ireland and the rest of the British Isles? Irishmen who care to regard themselves as political refugees are, of course, entitled to go to America or anywhere else, but they have no right, and they should not be permitted to do so, to conduct in foreign countries campaigns against the British Government. We wonder what our American friends would say if Britain gave shelter to Filipinos, encouraged them in their demands for self-determination and even allowed them to arrange semi-military reviews? They would rightly say that the Filipino question is America's business. We retort that the Irish problem is ours.

DAY BY DAY.

MANY OF THE TROUBLES, AND MOST OF THE FAILURES OF THE WORLD, HAVE BEEN CAUSED BY FORGETFULNESS.

***

The Hon. Mr. P. H. Holyoak returned to the Colony by the T. K. K. Shinyo Maru this morning.

***

The Bishop of Victoria is to hold a Confirmation Service at St. Andrew's Church Kowloon, at 6 p.m. on Sunday next.

***

The Roman Catholic Archbishop Doherty left to-day by the s.s. Ecuador for Manila. He eventually goes to Rome.

***

British Catholics are to meet at St. Patrick's Hall at 5.30 p.m. to-morrow to consider the formation of a Catholic Men's Club.

***

Yesterday's health return shows five cases of cerebro-spinal fever (two fatal), two non-fatal occurrences of enteric and one non-fatal case of diphtheria. The sufferers were all Chinese, except in the last-named case (an Indian).

***

The Anderson Music Company are at present exhibiting a fine selection of Filipino mandolines and band instruments, uikles and a new stock of Columbia grafonolas. The Company is shortly expecting a consignment of Canadian pianos.

***

Three months' hard labour was the sentence inflicted on a ship's carpenter for the theft of a pipe joint from the s.s. Devawongse. The larceny was carried out as the steamer was berthed at the Taikoo Docks yesterday, and was discovered by the Indian watchman on duty at the gate.

***

There was quite a fair audience at the Theatre Royal last night, when the Marie Tempest Company again staged "The Duke of Killicrankie." The sparkling humour and engrossing situations with which the piece abounds were splendidly brought out by those taking part, Miss Tempest in particular acting with much charm and cleverness. To-night "Cousin Kate" is the attraction.

GOVERNMENT HOUSE.

Commodore J. C. Bentz van den Berg, H.N.M.S. "Tromp" accompanied by Capt. K. F. Shijs, H.N.M.S. "Hertog Hendrik," Commander A. L. Boeser, H.N.M.S. "Tromp," Flag Lieut. J. G. L. Wichers, H.N.M.S. "Tromp," and Mr. G. Hamel, Consul General for the Netherlands, called at Government House this morning and were received by His Excellency.

His Excellency later in the day called on Commodore J. C. Bentz van den Berg on board the flagship.

LOCAL MOTORISTS.

ASSOCIATION'S ANNUAL MEETING.

The second ordinary annual general meeting of the Hongkong Automobile Association is to be held at the offices of Messrs. Jardine, Matheson and Company, Limited, Tuesday, the 30th inst., at 5.15 o'clock p.m., to receive the report of the Committee and statement of accounts to 31st December, 1919, and to elect the Officers and Committee for the ensuing year.

The report states:—

Committee.—Mr. David Landale, Mr. A. Ritchie, Mr. D. Tollan, Mr. E. Ormiston, Mr. D. G. M. Bernard and Hon. Mr. C. McI. Messer resigned from the Committee during the year, and the following appointments made:—Hon. Mr. John Johnstone, Dr. G. M. Harston, Mr. C. C. Hickling, Mr. A. E. Crapnell.

Membership.—The roll of membership at date is 201.

Club Badges.—During the year 79 badges were issued, making a total of 143.

The accounts show a credit abalance of $1,727.43.

AVIATION NOTES.

[BY "METEORITE."]

With the arrival, to-morrow, of the D'Acre Castle from New York, the eleven Curtiss seaplanes which have been purchased by Mr. Ricou for the Far East Aerial Transport Company, will make their appearance at the local wharves, though in a form that will not satisfy the curiosity of the eager. They will all be packed in separate pieces, in cases which will be transferred on to lighters for transportation to Macao.

* * *

These machines which were purchased from the U.S. Naval Department, were all built to standard requirements. The cessation of war left a large surplus of these planes in its hands, and a number of them were similarly disposed of to private quarters. Originally built for the requirements of the war, they will need a little alteration in their fittings before they can be used as passenger craft. I noticed in a recent issue of the *Telegraph* the announcement made that five of Mr. Ricou's planes are of the largest type capable of carrying fourteen passengers or their corresponding weight in freight. They are fitted with Liberty motors and will use a special brand of gasoline obtainable from the local petroleum agencies.

* * *

I am informed that Mr. Ricou paid as much as $33,000 for each of these big seaplanes, a figure which works out at a bigger cost per ton than that quoted for marine ships.

* * *

In connection with the transhipment of the planes to Macao on their arrival here, three aviators of the Company, namely Messrs. Walter D. Bonnar, N. W. Mallory and Owen T. Ward, are in the Colony, having arrived from Macao last week. They will undertake the transferment of the cases from the steamer to the ten lighters which have been engaged. Enough spare parts are included in this consignment to build together half a dozen more planes if the occasion requires.

* * *

Preparations for getting the aerial service into operation as soon as is practicable proceed apace in Macao. The little island of Tai Pa, situated to the south of the Portuguese Colony and within close proximity to it, has been acquired by Mr. Ricou. The island has a circumference of some two and a half miles, which is quite large enough for the accommodation of the planes and the necessary workshops. As the machines have been constructed to alight on the water only, slipways are to be made on the shore, up which the planes will be moved and finally brought into the hangar. They are first lifted out of the water by mechanism, on to trucks which, in turn, will be drawn by a tractor which moves on the familiar caterpillar wheel system.

* * *

Due regard to the weather as an important factor in the successful flight of the machines is indicated in the announcement that the erection of a meteorological station will be one of the first requirements of the new Company. This will give timely information to the aviators of changes in the weather, which unhappily are a frequent feature in the atmospheric conditions of this part of the world. However, Mr. Bonnar, who is an experienced airman, entertains no apprehension on this count. The monsoon at this time of the year may check the speed of a flight to Shanghai to some extent, but it comes as a useful ally on the return trip south-eastward. In the event of typhoon weather there is always the recourse of ascending to a height that is outside the sphere of the atmospheric disturbances.

* * *

The possibility of a forced landing, however, is also taken into consideration; and one of the first objects of the Far East Aviation Company will be the securing of the required permission from the Chinese Government for the planes to make use of the anchorages at Swatow, Amoy, Foochow and Ningpo, which are to form the route of the Macao-Hongkong-Canton-Shanghai service. This decision is dictated by another important factor, which is that the capacity of the fuel tanks does not permit these machines to make a non-stop flight of a greater distance than 650 miles. Roughly, the distance between here and Shanghai is 830 miles which is a distance that cannot be covered by a single flight by any of the class of machines as those in the possession of the Far East Aerial Transport Company.

* * *

Of course, a non-stop flight between Hongkong and Shanghai is practicable with these machines, by the carriage of an extra amount of fuel, outside the capacity of the tanks, but it can be carried out only by the elimination of the corresponding weight of freight or passengers from the machines.

* * *

The personnel of the bigger planes, I was informed in the course of a conversation with Mr. Bonnar, will be two for each machine. They are the pilot, who navigates the craft, and the assistant pilot, whose duty will be to look after the gear and occasionally relieve the navigator at his post. I am further informed by Mr. Bonnar that during the war he used to do six hours' duty at a stretch before he was relieved.

* * *

The sixteen aviators forming the personnel of the Far East Aviation Company and the Macao Aerial Transport Company are classified as follows:—Five pilots (including the operating superintendent, Mr. Bonnar), five assistant pilots; and the remainder, mechanicians.

* * *

Mr. Robert Johnson, who recently made the 23 minutes fight from Hongkong to Macao, has returned to Manila, the contract which he entered into with Mr. Ricou being to deliver the Almirante Paco d'Arcos safely to Macao. This small three-seater seaplane, I learn, will be used in the carriage of mails between Macao, Hongkong and Canton. This local service will be conducted by the Macao Aerial Transport Company, a concern which is financed purely by the residents of Macao, and is quite distinct from the Far East Aerial Transport Company.

* * *

I note that in connection with this scheme, an advertisement has been inserted in a Macao newspaper in which appeal is made to the citizens of the Portuguese Colony for the purchase of shares in the concern, which amount to 5,000, issued at $5 each. The patriotism of the inhabitants and their sentiments of belonging to the first Colony in the Far East to start an aviation concern, are the strong points brought out in the appeal, which is given greater force to by the additional announcement that the emblem or sign of the new Company will be a red cross on a white field. This is the pattern of an old national flag of Portugal which is remembered by its association with the Portuguese conquests of India.

* * *

Who is the keen-minded member of the War Memorial Committee who suggested that the memorial should take the form of an Aerodrome? He must be a reader of "Aviation Notes" for his suggestion reflects the very view of the author. But alas, he was one amongst many strangers, and it was a case of "thumbs down" with the idea. The aerodrome, at any rate for some time to come, is fated to remain in the background of public support.

* * *

The need for a landing place of some sort is never more emphasised than when the announcement is made in a Reuter's telegram of a few days ago, that Hongkong will be the terminus of a flight to be shortly attempted from San Francisco by American Naval airmen. The route of the contemplated flight is to embrace Honolulu, Wake Island, Guam and Manila on the way. As Cliffden Island came to general notice on account of its association with the first trans-Atlantic aeroplane flight performed by the late Sir John Alcock and by Sir Arthur Browne (recently a visitor to the Colony), so it is hoped that Hongkong will received its share of fame which the successful carrying out of the trans-Pacific flight will bring. It is to be fervently hoped that the military authorities here will not again flourish the flag of "defence prohibitions" and spoil the anticipations of the inhabitants of seeing the end of a very sporting event.

* * *

If they do so, they may find that the Portuguese Colony of Macao will be able to rise to the occasion with the provision of a hearty welcome to the gallant American aviators.

* * *

Herein lies another reason for the proposed Aero Club of Hongkong to begin to show signs of existence. This question has not emerged from the stage of a mere proposition. I read of the preparations which the Aero Club of Shanghai are making for the warm reception of the band of Italian aviators who are making the flight from Rome to Tokio. A similar action by the Hongkong Aero Club on its coming into existence will promote that spirit of camaraderie which should form a pleasant link between the Aero Clubs of the Far East.

TO-DAY'S MISCELLANY.

Some years before the war the late the Mr. Gulland was travelling on Continent with the present Prime Minister and two other members of Parliament. All four were sermon-tasters as well as politicians. They were discussing oratory, and Spurgeon's name was mentioned with those of Bright and Gladstone. "Yes," said Mr. Lloyd George, "Spurgeon is hard to beat," and whipping out a small volume from his bag he opened it at a certain page, and said "I, at least, know nothing better than that." The book was a volume of Spurgeon's sermons, and the text of the selected sermons, was "Supposing Him to be the gardener."

* * *

It is difficult to imagine Tokyo with skyscrapers, upon which, it is said, the Japanese merchants of the capital propose to spend some of their war profits. With the exception of the Temples, all Japanese buildings, including the Royal Palace and the meeting-place of the Imperial Diet, have hitherto been of modest proportions. That is because earthquake shocks are frequent. Tokyo averages a hundred a year, and you never can tell when a really serious earthquake may happen. Still, it is over 50 years since Tokyo suffered severely. It is only 14 since San Francisco was half demolished, and its new buildings on the Market-street section run to 18 stories.

* * *

Lord Downham's dinner to members of the Paris Municipal Council and London local authorities, was of interest as marking not only the entente which exists between the two capitals, but the first occasion on which representatives of French and British local government have met wearing medals and decorations won in the war. Civilians among our French neighbours have long followed this custom, though Englishmen have shown a certain amount of shyness in this direction. But now that the King has expressed a wish that such decorations should be displayed, and the Prince of Wales has himself set an example, the custom should become general.

* * *

Who invented the piano? was a question asked at the luncheon table after discussion had arisen of its fortunes recently. The Germans claim the honour, but there is no doubt that the piano came originally from Italy. There are in existence still two of the first pianos made by a harpsichord maker—Christofori, in Florence—early in the 18th century. The first public notice of a piano is in a Covent Garden playbill, and the first use as a solo instrument was at the Thatched House in June 1768. England has had its full share in the improvement of what our grandfathers called a pianoforte. The original Broadwood is said to have been the first to adapt pedals to the piano in 1783.

* * *

Mr. Asquith, who was recently returned for Paisley, has not had quite so much luck in his electoral experiences as most of the great Parliamentary figures of recent years, for in a period of just over a third of a century his return has been opposed at every General Election since he made his first effort to enter the Legislature—a successful maiden attempt, by the way. The campaign which reached its climax at Paisley is the eleventh that the ex-Premier has conducted, three of them having been at by-elections. He was returned unopposed on his appointment as Home Secretary in 1892 and when he took charge of the War Office for a few months just before the outbreak of war, but has had to go to the poll on every other occasion, a total of nine contests, including the historic fight now being decided.

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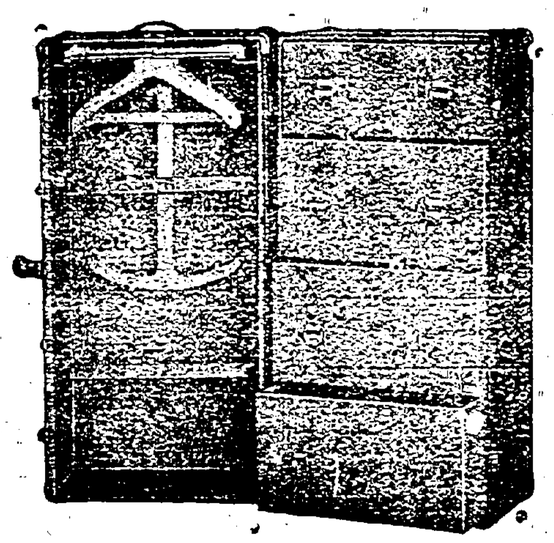

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THE EXCHANGE CRISIS.

A CURRENCY AUTHORITY'S VIEW.

Much consideration is being given at the present to methods for the better adjustment of the rates of exchange between England and America.

Mr. A. M. Samuel, M. P. for the Farnham division of Surrey, declared to a London representative of the *Manchester Guardian* recently that the present bad rate of exchange is not one which on balance hurts Britain herself very much, although it does put up the price of food. It reacts in another way, in that the conversion of the pound into dollars at the present rate of exchange prevents America exporting goods in competition with British exports, thus allowing for an increase in the British export trade all over the world.

"But I cannot forget," Mr. Samuel added, "that as most of the Continental nations make their payments to America through London the low value of the pound in New York is injurious in the highest degree to our Continental allies and other Continental nations. It prevents them buying raw material and foods from America without which Europe cannot be put on her feet again. The worse the exchange is, the nearer the whole of Europe is being passed towards starvation and ruin."

Mr. A. M. Samuel, besides being on the Executive Council of the Associated British Chambers of Commerce, is a recognised authority on questions of currency. His solution of the present American-English exchange difficulty appears to be a drastic reduction of the importation from America of manufactured luxuries. He goes even further and claims "gallivanting to the Riviera" is in these days wrong, in that it squanders money abroad which is badly needed at home to assist British finances. He makes an exception, however, in the case of old people and invalids who cannot stand the rigours of the English winter.

Among a large number of things which we at present import from America but which we could very well make at home he mentioned the recent importation of 1,800 cases of chocolates, cases of golf balls, whisky, motor-cars, ladies' corsets and men's underwear, travelling trunks, toilet requisites, and office appliances. If we could not make all these things at home, he advised buying them from our European allies who owed us money. Besides reducing the weight which was at present depressing the value of the pound in America, buying such goods from Europe, he pointed out, would help the French, Italian, and Belgian exchanges, and enable them to buy manufactured goods from us more advantageously than can be done at present.

"Sumptuary laws," he said, "are very difficult to put into operation, and as a matter of fact are never successful. Common sense and patriotism ought to help us to make up our minds not to buy American or other imported luxuries. The only way to stop extravagance is to make it hot by public condemnation for people who are found squandering their money on needless pleasures in hotels and places of amusement. It should be considered a crime and unpatriotic to be described as 'smart.'"

The amount of champagne and port now lying in the docks recently imported, Mr. Samuel said, has reached figures which were astonishing. Recently it had been announced that barges filled with coal went to Bordeaux and brought back champagne. "We are to go short of coal and have the whole country upset with coal disputes simply in order to bring back champagne in payment. Preposterous!"

KOWLOON ROBBERS.

GANG OF FIVE CAPTURED.

For once, the whole gang which took part in an armed robbery has been laid by the heels in an appreciably quick time after the commission of the crime.

Kowloon was last evening the scene of a daring robbery which was carried out within close proximity to the European centre. The second floor of No. 63, Haiphong Road was entered by a gang of five, men who gained admission by the production of a letter purporting to emanate from the husband of a Chinese woman who, with her amah, were the only inmates in the house at the time when the robbers made their call. She was seized by the throat while another of the miscreants clapped his hand over her mouth. The amah, with great pluck, went to the verandah from where she raised the alarm which set police whistles going.

Much scared, the robbers fled from the house, and it is stated that an attempt was made by a European to arrest the progress of one of them, but he had his hand badly bitten by the robber as a result. An Indian constable, however, was more successful when he tackled and secured this man.

With the arrival of more policemen, the trail of the robbers was closely followed. This led to Yaumati, where the Police, with considerable smartness, rounded up the rest of the gang.

MANILA RICE CONTROL.

SERIOUS ALLEGATION OF GRAFT.

Revelations of graft in the rice-producing provinces of the Philippine Islands will be forthcoming shortly, says a Manila paper, and present indications are that the Government, in order to preserve its own good name, will be compelled to rescind or radically modify the present restrictions upon rice traffic.

According to authentic information secured from official sources, it appears that provincial officials and employees in the most important rice-producing provinces of Luzon are implicated in the charges soon to be aired. Under existing regulations, the Provincial Treasurer of the province in which the rice is produced is empowered to handle the movement of the staple, and without permission from his office the producer or wholesaler is unable to get his rice to the markets. The power thus conferred upon officials by the regulations in question has been badly abused, and indications at present are that thousands of pesos have been taken from the pockets of producers and merchants in the form of bribes.

It is definitely known that testimony has already been presented to Government officials showing that thousands of pesos were paid by one provincial merchant to Government official and employees in that province in order to secure preferential classification for the rice to be shipped out of the province and in order to secure the necessary permit for its export.

Evidence to hand indicates that many officials are involved in the graft which has been practised at the expense of the rice merchants. The modus operandi was something as follows: When the producer or merchant desired to ship rice out of the area in which it was held the authority of the provincial Treasurer's office was required. This could, in most cases, be secured through subordinates by the payment of a "small gratuity." But the matter did not end here. On the railroad there are several freight classifications. The employee in question would, upon the payment of a large gratuity certify the rice as "first-class" freight, and it would go forward, while those not willing to pay the amount necessary to secure this preferential consideration found it well nigh impossible to get their shipments moved.

It is believed that very few high provincial officials are involved, but it is certain that subordinate employees have been tapping a gold mine and that their manipulations are certain to bring a shake-up.

Those acquainted with conditions in some of the provinces state that clerks with very small salaries have been able to build houses and to purchase automobiles on the money which they have extorted from those who found it necessary to deal with them in connection with the exportation of rice.

NOTICES.

DAIRY FARM NEWS.

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CORONET THEATRE.

"DAUGHTER OF THE GODS."

Through the medium of the Coronet Theatre, that spectacular Fox super-production, "The Daughter of the Gods" is again before the public. The indications are that there will be a recrudescene of the success which had attended the picture at its previous run, as the Coronet Theatre last night, in spite of the counter-attractions at other theatres, was packed to its last seat—an indication of the drawing power of the film.

Annette Keller-man, who is very appropriately called "The Venus of the Screen," has in this grand-lyconceived production, plenty of opportunities for displaying her aquatic skill, albeit in such a manner that the Censor's scissors, we notice, had been applied with persistency. Gorgeous natural scenic effects, much hightened by colour chemicals, form the settings for this phantasy play in which one is brought back to the dreams of childhood where fairies, elves, gnomes, nymphs, mermaids, etc, people the world of fancies.

We understand that this fine picture will be given a week's run at the Coronet.

BREVITIES.

An English inventor has brought out automatic electric recording taaget for indoor rifle shooting.

Esthonia, Letvia and Lithuania, the three new Baltic states, together have about 5,000,000 population.

Before Paris became the mistress of modes, Milan gave the fashion to the world; hence the word milliner.

The colonial government of the Dutch East Indies proposes to build 1000 miles of railways during the next 15 or 20 years.

A water power method has been invented in Europe for breaking down rock in masses instead of crumbling it with blasting.

Finland has established an air mail and passenger service to the Murman coast, giving the latter its only communication with outside lands in winter.

LAWN TENNIS.

LAST NIGHT'S MATCHES.

The H.K.C.C. tennis competitions were taken a stage further last night, when some interesting ties were played off, resulting as follows:—

Championship Singles.—Major Greenaway beat D. J. Vallentine, 6-1, 6-1, 6-0; M. H. Lo beat Yew Man Tsun, 6-0, 6-1, 3-6, 6-4; A. B. Raworth beat J. Kawaguchi, 6-3, 6-1, 8-6; E. Takenaga beat H. Sakuma, 6-2, 6-3, 4-6, 10-8; F. A. Redmond beat A. H. Crook, 6-4, 6-3 6-2; Chua Sin Kah beat Major Leslie Smith, 4-5, 1-6, 9-7, 6-1, 6-2.

Handicap Singles "B."—Pay.-Lieut. Robinson (owes 1/6) beat R. D. Cromartie (owes 2/6). 6-1. 7-5.

Handicap Singles "A."—Capt. Murry (owes 4/6) beat A. Burnie (scr.), 6-4. 6-2.

In the Handicap Singles "A," Capt. Monteith has a walk-over from C. C. Stark.

J. K. Wood and E. W. Hamilton have received a walk-over from G. W. Sewell and C. C. Stark in the Handicap Doubles.

CRICKET.

The following will represent the Club in their League fixture against the I.R.C. on the Club ground next Saturday, 27th instant, at 2.15 p.m.—D.E. Donnelly (Capt), C. Blaker, B.A. Brand, A. Burnie, E.W. Day, R.A. Green, W.W. Mackenzie, E.J.R. Mitchell, P.G. de Paravicini, D. Reid, and H.A. Sawyer.

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Empress of Russia	July 1	July 19
Empress of Japan...	July 20	Aug. 10
Empress of Asia ...	July 29	Aug. 16
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"Movements subject to change without notice."

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.

THIRD FLOOR " 792.

SAN FRANCISCO DIRECT.

U.S.S.B.

"WEST HEPBURN"

SAILING ON APRIL 15TH.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792 Gen. P. O. Bldg. 3rd Floor.

HONGKONG SINGAPORE $ SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS TO AND FROM THE ABOVE NAMED PORTS NEXT SAILING

U. S. S. B. "GLYMONT"

Sailing March 24th.

Operated on behalf of U. S. S. B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 795 RAY E. GUNN Manager. Gen. P. O. Bldg.

SAILING DATES.

EUROPE, U.S.A., ETC.

Nanking	C. M. Co.	...Mar. 26
China	C. M. Co.	...Mar. 27
Tango M.	N. Y. K.	...Mar. 28
Ganges M.	O. S. K.	...Mar. 29
Pilsna M.	D. & Co.	...Mar. 29
Van Waerwyck	J. C. J. L.	Mar. 29
E. of. Japan	C. P. O. S.	...Mar. 29
Monteagle	C. P. O. S.	...Mar. 30
Changsha	B. & S.	...Mar. 30
Japan	P. & O.	...Mar. 30
Charlton Hall	B. L.	...Mar. 31
Tacoma M.	O. S. K.	...Mar. 31
Pawlet	A. L.	...Mar. 31
Shinyo M.	T. K. K.	...Apr. 1
Siberia M.	T. K. K.	...Apr. 1
Banca	P. & O.	...Apr. 1
Tjisondari	J.C.J.L.	...Apr. 2
Kaga M.	N. Y. K.	...Apr. 2
Kosoku M.	O. S. K.	...Apr. 4
Tacoma M.	O. S. K.	...Apr. 5
Eldridge	A. L.	...Apr. 5
Tosa M.	N. Y. K.	...Mar 6
Arabia M.	O. S. K.	...Apr. 6
Genoa M.	N. Y. K.	...Apr. 7
Khiva	P. & O.	...Apr. 10
Jason	B. L.	...Apr. 10
Bensalem	A. L.	...Apr. 10
Toba M.	N. Y. K.	...Apr. 11
Katori M.	N. Y. K.	...Apr. 13
Harold D.	R. D. Co.	...Apr. 14
Gaelic Prince	S. T. Co.	...Apr. 15
Yokohama M.	N. Y. K.	...Apr. 16
West Wind	A. L.	...Apr. 17
Dryden	A. L.	...Apr. 17
Manila M.	O. S. K.	...Apr. 20
Coaxet	A. L.	...Apr. 23
Edmore	A. L.	...Apr. 25
City of Spokane	A. L.	...Apr. 27

JAPAN, COAST PORTS, ETC.

Nikko M.	N. Y. K.	...Mar. 24
Madras	P. & O.	...Mar. 24
Chipshing	J. M. Co.	...Mar. 24
Ganges	O. S. K.	...Mar. 24
Taksang	J. M. Co.	...Mar. 25
Tjibodas	J. C. J. L.	...Mar. 25
Soshu M.	O. S. K.	...Mar. 25
Tamba M.	N. Y. K.	...Mar. 25
Sunning	B. & S.	...Mar. 25
Paoting	B. & S.	...Mar. 25
Haibong	D. L. Co.	...Mar. 26
Yuensang	J. M. Co.	...Mar. 26
Tamba M.	N. Y. K.	...Mar. 26
Hangsang	J. M. Co.	...Mar. 27
Fooksang	J. M. Co.	...Mar. 27
Hunan	B. & S.	...Mar. 27
Chenan	B. & S.	...Mar. 27
Insbruck	D. & Co.	...Mar. 28
Choysang	J. M. Co.	...Mar. 28
Amakusa M.	O. S. K.	...Mar. 28
Pakhoi	B. & S.	...Mar. 29
Laisang	J. M. Co.	...Mar. 30
Hinsang	J. M. Co.	...Mar. 30
Tjipanas	J.C.J. L.	...Mar. 30
Haiching	D. L. Co.	...Mar. 30
Chinhua	B. & S.	...Mar. 30
Huichow	B. & S.	...Mar. 30
Kwaisang	J. M. Co.	...Mar. 31
Tenshin M.	N. Y. K.	...Mar. 31
Taian M.	N. Y. K.	...B. Apr.
Hakodate M.	N. Y. K.	...Apr. 1
Unnan M.	O. S. K.	...Apr. 1
Hailoong	D. L. Co.	...Apr. 2
Kosoku M.	O. S. K.	...Apr. 2
Shinzui M.	N. Y. K.	...Apr. 2
Hokutu	D. & Co.	...Apr. 3
G. Apcar	P. & O.	...Apr. 4
Nore	P. & O.	...Apr. 5
Tjikembang M.	J. C. J. L.	Apr. 7
Rangoon M.	N. Y. K.	...Apr. 8
Jason	B. L.	...Apr. 10
Katori M.	N. Y. K.	...Apr. 13
Aki M.	N. Y. K.	...Apr. 17
Persia M.	N. Y. K.	...Apr. 19
Nikko	N. Y. K.	...Apr. 21
Tacoma M.	O. S. K.	...M. Apr.
Ganges M.	O. S. K.	...M. Apr.
Suwa M.	N. Y. K.	...May. 2
Kiyo M.	T. K. K.	...July. 12

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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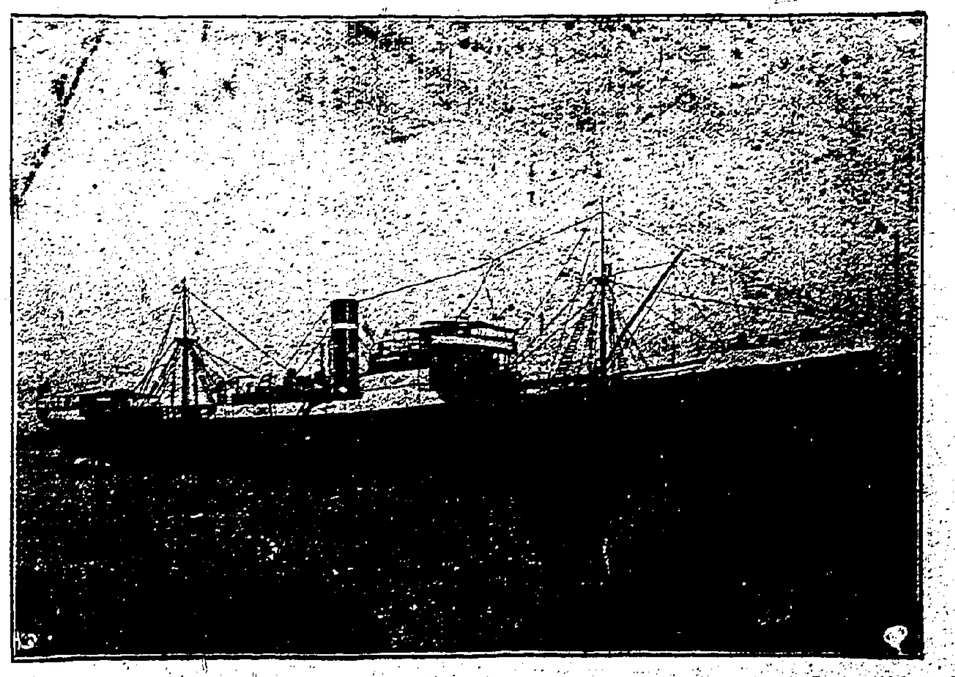


S.S. "PIONEER" (ex "WAR BOMBER") 8,240 tons D.W.: 5,195 tons gross
Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc. M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIASIA, INCLUDING, NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.
SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
BANCA (Cargo)	6,000	1st April.	Marseilles, London and Antwerp.
KHIVA	9,000	10th April.	

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,000	30th March.	Calcutta via Singapore, Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Apr.	Sandakan, Thursday Is. Cairns, Townsville, Brisbane, Sydney & Melbourne.
EASTERN	4,000	19th May.	

SAILINGS TO SHANGHAI & JAPAN.

NORE	6,700	5th Apr.	Shanghai & Kobe.
GREGORY A.	4,600	4th April	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Vœux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FORM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KATORI MARU ... ... Tuesday, 13th Apr., at 11 a.m.
SUWA MARU ... ... Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.
KAGA MARU ... ... Friday, 2nd Apr., at noon.
YOKOHAMA MARU ... ... Friday, 16th Apr., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
DAKAR MARU ... ... End of April.
TSUYAMA MARU ... ... End of April.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.
TOBA MARU ... ... Sunday, 11th April.
WAKASA MARU (Calling Genoa) Beginning of May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsvillle & Brisbane.
TANGO MARU ... ... Sunday, 28th Mar., at 11 a.m.
NIKKO MARU ... ... Wednesday, 21st Apr., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.
GENOA MARU ... ... Wednesday, 7th April.

SOUTH AMERICAN PORTS via Cape.
TOSA MARU... ... ... Tuesday, 6th April.

BOMBAY & COLOMBO via Singapore.
SHINZUI MARU ... ... Friday, 2nd April.
TAIAN MARU ... ... Beginning of April.

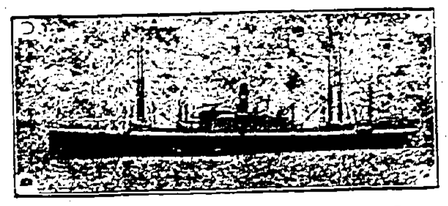
CALCUTTA & RANGOON via Singapore & Penang.
HAKODATE MARU ... ... Thursday, 1st April.
RANGOON MARU ... ... Thursday, 8th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... ... Wednesday, 24th Mar. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TAMBA MARU ... ... Friday, 26th Mar. at 11 a.m.
TENSHIN MARU ... ... Wednesday, 31st March.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN



J.C.J.L. JL

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiboda's ...	Java	in port	26th Mar.	Shanghai.
Tjipanas ...	Java	27th Mar.	2nd Apr.	Saigon.
Tjikembang	Japan	5th Apr.	7th Apr.	Batavia.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
Next Sailing for SAN FRANCISCO.
S.S. "TJISONDARI"
on or about 2nd of April.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the
Java-China-Japan Lijn.
Telephone No. 1574. oYrk Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"...DES MARU" ... ... Wednesday, 31st March.
"...ANA MARU" ... ... April. (Call Marseilles)
"...E MARU" ... ... May. (Call Marseilles)

...& BOMBAY—Monthly service. Taking cargo on through ...of Lading with transhipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"TACOMA MARU" ... ... Monday, 5th April.
"PANAMA MARU" ... ... Middle of May.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"GANGES MARU" ... ... Monday, 29th March.
"BURMA MARU" ... ... Saturday, 10th April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"KOSOKU MARU" ... ... Sunday, 4th April.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... ... Wednesday, 7th April.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"ARABIA MARU" (Call Shanghai) Tuesday, 6th April.
"MANILA MARU" (Call Shanghai) Tuesday, 20th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"AMAKUSA MARU" ... ... Sunday, 28th March.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 25th March.

JAPAN PORTS—Moji, Kobe, Yakkaichi & Yokohama.
For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	27th March.	30th March.

This steamer is fitted with Refrigerating machinery, ensuing a plentiful supply of ice, fresh provisions etc, and has superior accommodation with Electric Light throughout and Electric Fans in the state-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & ANTWERP	"CITY OF NORWICH"	27th April.
LONDON	"KAZEMBE"	20th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,
or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.
Regular Sailings to NEW YORK.
VIA PANAMA CANAL.
"DACRE CASTLE"
Sailing on or about 28th April.

LLOYD TRIESTINO.
BRINDISI, VENICE & TRIESTE.
FOR SHANGHAI & JAPAN.
S.S. **"INNSBRUCK"**
Sailing on or about 28th March.
VIA SINGAPORE, PENANG & COLOMBO.
S.S. **"PILSNA"**
Sailing on or about March 29th.

NANYO YUSEN KAISHA LTD.
(SOUTH SEA MAIL S.S. CO.)
Regular services between
JAPAN, HONGKONG & JAVA.
For JAVA, S.S. "HOKUTU MARU"
Sailing on or about 3rd April.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA)
Steamship services Trans-Pacific. also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.
Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apcar Lines.
For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Taksang	Thur., 25th Mar. at 8 a.m.
MANILA	Yuensang	Fri., 26th Mar. at 3 p.m.
SHANGHAI	Hangsang	Sat., 27th Mar. at d'light.
KOBE	Fooksang	Sat., 27th Mar. at 5 p.m.
SHANGHAI	Choysang	Sun., 28th Mar. at d'light.
SANDAKAN	Hinsang	Tues., 30th Mar. at noon.
STRAITS & Calcutta ...	Laisang	Tues., 30th Mar. at 3 p.m.
KOBE	Kwaisang	Wed., 31st Mar. at 5 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about 30th March for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to
JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	...25th Mar. at noon.
SHANGHAI	Paoting	...25th Mar. at noon.
CHEFOO & NEWCHWANG	Hunan	...27th Mar. at d'light.
SHANGHAI & TSINGTAO	Chenan	...27th Mar. at 4 p.m.
SWATOW & BANGKOK ...	Chinhua	...30th Mar. at 9 a.m.
TIENTSIN	Huichow	...30th Mar. at noon.
AMOY, SHAI & PUKOW ...	Suiyang	...30th Mar. at 4 p.m.
SHANGHAI	Sinkiang	... 1st Apr. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtau weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow

For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Telephone No. 36. Agents.
Hongkong Mar. 24, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.	
Haihong.....	W. C. Passmore ...	FRI.,	26th Mar. at 1 p.m.
Haiching ...	A. H. Stewart	TUES.,	30th Mar. at 1 p.m.
Mo ialla (Hailoong)	Ed. Walker	FRI.,	2nd Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ld., & China Mutual S. N. Co., Ld.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"CHARLTON HALL"	via Panama & Havana	31st March.
* "JASON"	via Suez	10th April.
"CITY OF COLOMBO"	via Suez	5th May.
* "EURYMACHUS"	via Panama	12th May.

* Calling at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The MELVILLE DOLLAR, brought this morning 800 tons of antimony ore for Hongkong from Vancouver.—Mooring, A 6.

The s.s. HAIHONG, from Foochow brought this morning 860 tons of general merchandise for the Colony from Foochow and Swatow. She carried 338 deck passengers.—Mooring, Douglas Wharf.

From Wuhu the Norwegian vessel HERO, delivered here this morning 1,650 tons of rice.—Mooring, C 19.

The s.s. HONG MOH, came yesterday from Rangoon with 2,200 tons of general merchandise. She carried 1,203 deck passengers.—Mooring, A 8.

The HYSON, brought from Liverpool 3,000 tons of cargo and a bag of mail.—Mooring, alongside Naval Wharf.

The NIKKO MARU, from Melbourne delivered here yesterday 536 tons of flour, milk, silver and provisions and 2,166 tons of malt, flour and merchandise for through ports. She belongs to the N. Y. K. fleet.

The M. B. K. vessel KAMUI MARU, came in yesterday with 2,220 tons of coal.—Mooring, C 34.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TOYOOKA M. (European Line.) left London for this port via Suez on the 25th Feb., and is expected here on the 7th April.

The N. Y. K. s.s. MISHIMA MARU (European Line.) left London for this port via Suez on the 28th Feb., and is expected here on the 5th April.

The N. Y. K. s.s. SADO M. (European Line.) left London for this port via Suez on the 6th March and is expected here on the 14th April.

The N. Y. K. s.s. TENSHIN M. (Bombay Line.) left Bombay for this port via Singapore on the 11th Mar. and is expected here on the 30th March.

The N. Y. K. s.s. NIKKO M. (Australian Line.) left Manila for this port on the 20th March and is expected here on the 23rd March.

The N. Y. K. s.s. TAMBA M. (European Line.) left Singapore for this port on the 20th Mar. and is expected here on the 25th March.

The R. M. S. EMPRESS OF JAPAN arrived at Nagasaki on March, 7 a.m. left there 20th Mar. at 3 p.m. and is due at Tsingtau on 22nd March.

The R. M. S. MONTEAGLE arrived at Shanghai on 20th Mar, left there 21st March and is due at Hongkong on 24th March.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 19th March, left there 20th and is due at Vancouver on 29th March.

PASSENGERS DEPARTED.

Per s.s. NIKKO MARU:—Mr. Macdonald, Mr. Lawerence, Mr. & Mrs. Pittard, Mr. Selby, Mr. Goldsmith, Dr. Gongalez Siojo, Mr. Coucepcion, Mr. Bennett, Mr. Parrett, Mrs. McHugh, Miss Singlton, Mr. Trouchett, Mr. Carroll, Mr. Wilson, Mr. & Mrs. Hatchinson, Mr. & Mrs. Valantine, Mr. & Mrs. Gorgensen, Mrs. Hoskins, Miss Monckton, Mr. Bull, Mr. & Mrs. Frazee, Rev. F. Stubbs, Mr. P. Gullas, Miss Battersby, Miss Smith Mr. Tutton, Mr. Jeffuoat, Mr. Rothwell, Mr. Daimon.

Per s.s. TAMING, for Manila:—Mr. & Mrs. C. Stillwell, Mr & Mrs. J. A. Dick, Mr. C. E. Olsen, Mr. F. F. Coykendall. Mr. & Mrs. L. R. Standtmiller, Mr. G. J. Rudolph, Mr. C. D. Hyatt, Mr. J. C. McDougall. Mr. J. N. Hederi, Mr. J. Yeager. Mr. A. B. Smith, Mr. C. G. Herdman.

WAR 'BUS RETURNS.

The King, at Buckingham Palace, recently inspected the London motor 'bus B.43, which served on the Continent throughout the war and is now plying again in the London streets. A brass plate has been affixed, which shows that the vehicle served at Antwerp, Ypres, on the Ancre and the Somme, and at Amiens, in 1918. A number of other motor 'buses with distinguished war records, bearing similar plates, have resumed street traffic. The King, entering the B.43, remarked that it was the first time he had been inside an omnibus.

HER PAGE

A BEAUTIFUL PICTURE HAT.

Depicted above is a striking pale yellow burnished straw with crown of black velvet. The trimming consists of purple grapes and reddish-violet roses.

Designs of the Moment.

After rather a protracted siege of small, close fitting hats, it is good to see the brims broadening out. These are very generously proportioned and drop a bit at the sides, proclaiming their Egyptian inspiration. One hears of all sorts of influences at work in moulding the mode—but Paris, at this moment, is stressing the Egyptian form of headdress, and that means that ears are to stay under cover for another period.

Word has already gone out that hats are to be brilliant affairs, not only in point of colouring, but also in their unusually high lustre. All the wax surface or tire materials are having a tremendous vogue, recalling the days when shoe polish ribbons and shoe polish straws were scattered broadcast through styledom.

Even flowers and fruits are glossed over. It is just this new look which is making them so much in demand by discriminating women of fashion. Soft silk hats banded with angora are finding themselves packed in bandboxes these days. One, in the softest flesh tint, has faille as its material, and is striped about two inches apart with white, inch-wide angora braid. Snuggled between soft crown and softer brim, just a bit to the side, are two silken, padded flowers one in vivid turquoise.

NEW FEATURES IN MILLINERY.

Designers are giving serious thought to what women should wear in the air. And with passenger lines starting from different parts of the country, it probably will be found that women will take as kindly to the air as their brothers have done.

A smart little "aviation" hat seen, with tie to match, is made of grosgrain ribbon in contrasting colours. The set is of bright Victory blue and white grosgrain. Another hat, a ribbon model is innocent of any wiring or stiff foundation, and is just the sort of thing to pack in a suitcase or to wear aboard ship when stiff hat brims interfere seriously with comfort in the deck chair. The idea of having the tie to match is a good one, and the same designer has created a Buster Brown collar made entirely of ribbon woven into a checkerboard design to match the hat. It is striking in the extreme, but rather ambitious for anything but youth and beauty to attempt.

For motoring as well as flying, another small hat of dust-coloured silk faille, with self-covered buttons, is not only decidedly flattering but is a wonderfull protection against dust and wind, while one immediately thinks of airplanes on seeing it, it might be worn with equal success for motoring. Long motor rides play havoc with one's hair, and a hat like this, will be found a great comfort for the motorist.

Ribbon hats are having a tremendous vogue. Each year they are brought forth, and are charming to bridge the seasons. Crushable little hats of faille or taffeta banded with angora are good looking, especially with appropriate sweaters and sport skirts.

Moire, grosgrain and faille, taffeta and artificial silk ribbons, to say nothing of those of cotton in fancy weaves, all rival satins in style, and seem at present to have outrun them in the race for favour. Lingerie frocks with narrow girdles of turquoise or of bright green ribbons are to be worn with hats that are ribbon faced or ribbon trimmed, and garlanded with flowers in massed formation.

For tailored wear, the rolling sailor and the Continental seem to have first choice. These are trimmed with cired ribbons or wings, or even burnt ostrich. For the dress hat, the maline shape of either large or small proportions, is in evidence. These are trimmed with ruffles of gold maline, or stitchings of the metallic thread, or row after row run in jet or metal bugles.

FOR SPECIAL OCCASIONS.

Silk stockings, luxurious though they are at present prices, are not now content to attract solely by the beauty of their fabric or by a simple "clock." The latest stockings from Paris are most beautifully hand-embroidered over the instep, with long trails of wild roses, cornflowers, etc., in natural colours. Others, have an in-let of fine lace of a colour to match the stocking. One need hardly say that these luxurious hose are very costly. The average price is three guineas a pair.

CLOTHES AND COMPLEXIONS.

SOME PARIS EXAGGERATIONS.

Turbans of metal tissue with huge bunches of aigrettes fastened by jewelled clasps, wreaths of aigrettes and Paradise plumes, and immense fans of ostrich feathers on sticks, are now quite usual appendages to very decollete dresses in Paris. Unless the wearer of so many feathers and so few draperies is uncommonly good-looking, the result risks being merely barbaric. One striking head-dress recently seen consisted of pearls fitting close like a Juliette cap, and there were coiffures of jewelled bands or metal flower wreaths. Dresses were a maze of gold or silver tissue softened by misty floating tulle, or coloured silks brocaded in silver or gold. Many had narrow trains, and showed wonderfully graceful draperies inspired by documents on Oriental dress found in museums.

Such gorgeous clothes have caused women to heighten their complexions, and women who are moderate in their clothes make up more than they did. High colour on the cheeks, vivid lips, thickly powdered skins, and strongly defined eyebrows over artificially brightened eyes, are common. Some women use powders of a very dark cream, almost yellow, and a rouge that is tomato-red. These peculiar people plaster their hair in coils on the cheeks and strain it back from the brow; they lengthen their eyes to long almond shape, give queer curves to the mouth, and make eyebrows run up higher than Nature intended. Their hands are manicured to excess; nails are pink with henna, and polished like mirrors. The fingers carry strange jewels, and the upper arms heavy bangles instead of sleeves. Ankles carry shackles and long, pointed slippers make the feet look almost sinister. Fortunately, these exaggerations are only practised by a few; they are not likely to become popular.

THE HAIR.

HOW TO KEEP IT IN CONDITION.

By reason of the fact that the roots of the hair are among the most delicate organs in the body, beauty experts state that the scalp should be treated with extreme care. Hair should be brushed thoroughly, but not violently.

Only a small strand of hair should be combed at a time. This should be held in the fingers of one hand, close to the roots while it is combed. The combing movement should be one slow, long stroke after another, to the ends of the hair.

A heavy, ropy appearance will result if hair is combed and brushed in two thick strands. In the ideal condition, with each hair standing out individually, it forms a fluffy frame for the face.

It is imperative for healthy hair, that it be brushed thoroughly each night, to remove the dust, and liven circulation. An easy way to insure a long enough period of brushing, is to set a definite number of strokes, such as one hundred strokes each night.

If the hair is dry and brittle, it should be treated with vaseline or olive oil, rubbed into the scalp in small quantities, each night for a period of eight or ten days. In doing this, care must be observed to prevent the oil from getting into the hair itself. At the end of the period of treatment the hair should be shampooed rinsed and dried in the open air and sunlight.

THE ROBIN HOOD TOUCH.

There is something mightily becoming about the close-fitting small kid hats—caps they really are—when affected by the right type of girl. A red leather cap, with one slender black quill at just the right angle, soft dark curls peeping out roguishly from under, makes a girl look distractingly pretty.

AN EFFECTIVE COIFFURE.

To obtain this effect, part your hair straight across just below the top of the ears. Bring the top portion of the hair back to the parting and pin it. Now divide the ends and the hair below the part into two sections, or three if very heavy. Braid each section and coil the braids, fluff out the sides to cover the ears, and it is done.

PRETTY WOMEN.

ARE THEY INTELLECTUAL?

In London they are asking if the pretty woman is intelligent. Prominent people to whom the question has been put have in some cases hedged. And in others have answered directly.

One woman, Isobel Elsom, the actress, admits she is beautiful and says that she is intelligent, too. But she doesn't go that far with all others. She says that she knows that all other pretty women are not intelligent, which is quite to the contrary. Seymour Hicks, says that "beautiful women are intelligent enough to be pretty: so they are both." Others declared that good looks had nothing whatever to do with intelligence, and others declared that some intelligent women looked plain only because of their surroundings. Placed differently their beauty became prominent.

As a matter of fact, it is obvious that there are many "pretty" women who are not intelligent. And the other way round. But, nevertheless, all men will probably agree that it is easier to believe a beautiful woman intelligent than not. The beauty of the intelligent woman, no matter how apparently plain, given time will blossom like the rose and develop itself. London has not asked an unanswerable question.

ANOTHER NEW IDEA.

Nowadays the variety of head-dresses and ways of doing the hair prove that everyone may do what suits her best and yet be in fashion. Above is seen a style by which the hair is arranged loosely and threaded with pearls carried under the chin from ear to ear.

LATEST COIFFURES.

FANTASTIC EFFECTS.

Hair-dressing styles for the evening are just now decidedly fantastic. The newest way of doing the hair suggests the woollen hair of the rag dolls. It looks like a mop on the top of the head, and ends are scratched down all round the brow, ears, and neck in a short, ragged fringe, held flat by a band of ribbon, or silver, or beads.

There is one coiffure which is known as the "sauvagesse," made only of aigrettes closely packed together to look as wild as possible. Even the dressing of the hair itself is now roughly curly rather than neat and glossy, although many women still prefer to look neat rather than be in the latest fashion. Wreaths of coloured leaves round curly cushions of hair make another coiffure, known as "bacchante," which is worn for the theatre, and toques of leaves and flowers are worn for afternoon calls as well as the wild feather toques one has seen for some time. Most hats turn up from the brow, and some have trimmings of feathers starting up from them directly from the brow: straight soft quills, bushy aigrettes, loops of ribbon, and bunches of uncurled ostrich feathers. Everything in millinery has been a little wild and exaggerated, but there is a promise of neater hats for the spring, and the hope of more flowers than feathers is held out to us. Kid and suede are still used, but straw, soft, pliable and shiny, is being made up into hats for the Riviera. White hats in various materials are having a certain vogue, as they always do at the beginning of the year.

The neatness of the best dressed women in Paris is very noticeable. If they dress in brown, everything they wear is brown: boots, coat, dress, and hat. The shades vary, but the whole offers a very pleasing harmony. The same rule applies to all colours and to black and white. It is a rule that needs either clever thought or a considerable amount of money to carry out consistently, and it is one of the reasons why women who cannot change their frock with every wind that blows choose a dark neutral shade and wear it all the time in one form or another.

THE FLOATING VEIL.

Oh, the many deplorable effects for which the floating veil is responsible. Few study the art necessary to obtain the right "floating" effect which can greatly enhance the charm of a woman's appearance. When the veil is tightly pinned right at the back of the hat, with the ends hanging wisp-like, the result is anything but pleasing.

THE BOBBED HAIR EFFECT.

For this style of hair-dressing the hair must be arranged very flatly at the nape of the neck, and drawn low over the ears to give the bobbed hair effect.

JOTTINGS.

BEAUTIFUL SUNSHADES.

Ladies who wish to see the latest ideas in sunshades should make a point of calling in at Messrs. Lane, Crawford and Company's, where there is at present a really wonderful display to be seen. They are smaller in size than we have been accustomed to, this being in line with present tendencies in parasols. Those in georgette, of two colours beautifully blended, are very dainty, whilst for sheer richness and quality one model covered in Honiton lace is most striking. There are others in cretonne, with plain borders, and some in taffeta, but the wierdest effects of all are shown in the new "jazz" designs. Variety and originality are the keynotes of the display.

SPANISH INFLUENCE IN HAIR-DRESSING.

The Spanish influence and the Oriental is noted in hair-dressing, as in gowns; the Spanish in the coif that piles the hair high on the head; the Oriental in the coronet effects which have returned. Though shops are showing many lovely hair ornaments, it is only with most formal evening dress that these are being worn.

THE NEWEST HEADDRESS.

No evening dance toilette seems quite complete at the moment without some sort of decoration in the hair, and quite one of the prettiest is a Russian diadem-shaped circlet of coloured velvet leaves—you may choose deep wine-red, amethyst, or a soft shade of emerald-green, to contrast or harmononise with your frock.

SPRING HAT COMMENTS.

Leather is popular in many of the new hats—leather crowns, leather brims, and, even more frequently, leather trimmings. Satin hats with straw facings or straw crowns or brims are in higher favour than the all-satin hat. Most of the straws this season will be fine, and some of them absolutely unstiffened. All hats show an inclination to rise at the centre-front, whether in crown, brim or trimming.

PAYING THE PENALTY.

There are few more beautiful things in the world than tortoise-shell after it has passed through expert hands. If only it were a little less attractive my lady might find it in her heart to pity the unwilling source of supply. Is it that she doesn't know or doesn't care?

WHO CARES?

What a pity it is that tortoise-shell should be so lovely. The boom it has enjoyed for the last year shows no sign of abating, the latest addition to the array of hair ornaments, toilette accessories, chains, medallions, etc., being a waistbelt, the pieces of which are linked together with gold.

SAVING ON VEILS.

A great number of the new hats are being sold with a floating veil attached, all complete. These veils are generally becoming, and although they are expensive at the outset, they are really cheaper than the veils that are worn close to the face, and must be constantly renewed. There is nothing so dowdy as an old veil; it is curious that so few women take the trouble to wash and iron their veils, for the process is so simple that any woman who takes just a little trouble can easily knock 50 per cent. off her veil bill.

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9.30 ,,	to 11.00 a.m	,,	15 min
11.30 ,,	to 12.30 p.m	,,	15 min
12.30 p.m	to 2.00 p.m	,,	10 min
2.00 ,,	to 5.00 p.m	,,	15 min
5.00 ,,	to 8.00 p.m	,,	10 min

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11.30 a.m	to 12.00 noon	,,	15 min
12.00 noon	to 2.00 p.m.	,,	10 min
2.00 p.m	to 5.30 p.m	,,	15 min
5.30 p.m	to 6.00 p.m.	,,	10 min
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Level and Storage of water in Reservoirs on March 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919.	1920
Tytam	25-6 Below overflow	13-2 Below overflow
Tytam Byewash	27-9 Below overflow	26-2 Below overflow
Tytam Intermediate	6-1 Below overflow	10-6 Below overflow
Tytam Tuk	19-9 Below overflow	32-9 Below overflow
Wong-nei-chung	37-7 Below overflow	34-5 Below overflow
Pokfulum	18-1 Below overflow	17-11 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919.	1920
Tytam	198.02	282.24
Tytam Byewash	05	41
Tytam Intermediate	135.43	141.56
Tytam Tuk	1,068.25	743.26
Wong-nei-chung	1.32	2.19
Pokfulum	28.04	28.36
Total	1,485.11	1,198.02

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of February.

	1919.	1920.
Consumption	153.63	180.28 M. gallons
Estimated population	274,500	278,100
Consumption per head per day	20.0	22.5 gallons

Constant supply in all districts during February of both 1919 and 1920.

KOWLOON WATERWORKS LEVEL.

	1919.	1920.
Kowloon Gravitation Reservoir	7-2 Below overflow	12-0 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919.	1920.
Kowloon Gravitation Reservoir	281.36	233.00

Consumption of water in Kowloon in millions and decimals of gallons during the month of February.

	1919.	1920.
Consumption	35.25	45.31 M gallons
Estimated population	103,100	103,950
Consumption per head per day	11.6	14.9 gallons

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Hongkong, 6th March 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK.)

Head Office: 75 bis Rue Laffitte, Paris.

Capital ... ... Francs 48,000,000.
Reserves ... ... 50,000,000.

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Montigze	Shanghai
Canton	Nourmea	Singapore
Japhoun	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial Societe Generale.
IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.
Hongkong, October 21st, 1912.

THE CHINESE MERCHANTS BANK, LTD.,

司公限有行銀商華

HEAD OFFICE.
Alexandra Buildings, Chater Road.
General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

LONG TOY
Chief Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... $15,000,000
Reserve Funds:—
Sterling... ... ... £1,500,000
Silver $23,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:
Hon. Mr. E. V. D. P., RR—Chairman.
A. H. Compton Esq.—Deputy Chairman.
J. W. C. Bonnar, Esq. | Hon. Mr. J. Johnstone
G. M. Dodwell, Esq. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
P. H. Holyoak, Esq. | Ross Thomson Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.
Manager:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY and WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

N. J. STABB,
Chief Manager,
Hongkong, March 1st 1920.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum monthly balances at 3½ per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID-UP CAPITAL ... £2,000,000
RESERVE FUND ... £2,900,000
RESERVE LIABILITY OF PROPRIETORS ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, 11th April, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POON SHAN,
Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1880.

Authorised Capital ... ... Yen 100,000,000
Paid-up Capital ... ... Yen 61,600,000
Reserve Fund ... ... Yen 43,000,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at

Batavia	Kai Yuen	Rangoon
Bombay	Kobe	Soerabaya
Buenos Ayres	London	San Francisco
Calcutta	Lyons	Seattle
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien Mukden	Nagasaki	Shimonoseki
Hankow	Newchwang	Sydney
Honolulu	Osaka	Tientsin
Tokyo	New York	Tsinanfu
Harbin	Peking	Taingtau
	Vladivostock	

Interest allowed on Current Accounts
Deposits received for fixed period at rates to be obtained on application.

G. HASHIDZUME
Manager.
Hongkong, 15th, March 1920.

INTERNATIONAL BANKING CORPORATION.

Owned by the National City Bank of New York.

HEAD OFFICE: NATIONAL CITY BANK BUILDING,
55, Wall Street, New York.

CAPITAL AND SURPLUS ..... U.S. $8,500,000.00
UNDIVIDED PROFITS ..... U.S. $1,054,000.00

H. T. S. Green, President and General Manager.

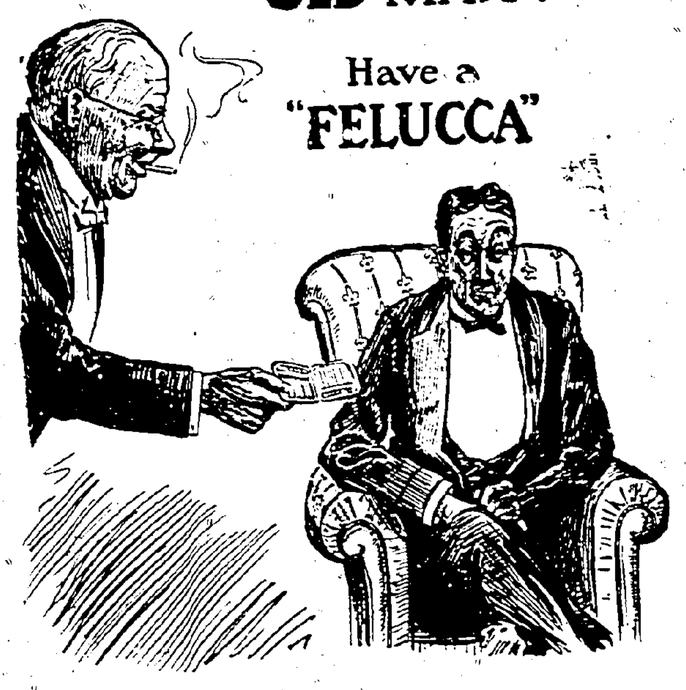
LONDON OFFICE: 36, Bishopsgate, E.C.
LYONS OFFICE: 27, Place Tolozan.
SAN FRANCISCO OFFICE: 232, Montgomery Street.

EASTERN BRANCHES:
CHINA: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton, Harbin, Tsingtao.
JAPAN: Yokohama, Kobe.
PHILIPPINES: Manila, Cebu.
INDIA: Bombay, Calcutta, Rangoon.
STRAITS SETTLEMENTS: Singapore.
DUTCH EAST INDIES: Batavia, Soerabaya.
CARIBBEAN BRANCHES.
REPUBLIC OF PANAMA: Panama, Colon.
DOMINICAN REPUBLIC: Santo Domingo, Puerto Plata.
BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK.
ARGENTINA: Buenos Aires, Rosario.
BRAZIL: Bahia, Pernambuco, Porto Alegre, R. de Janeiro, Santos, Sao Paulo.
CHILE: Santiago de Chile, Valparaiso.
URUGUAY: Montevideo.
VENEZUELA: Caracas, Maracaibo.
CUBA: BRANCHES IN HAVANA AND 21 OF THE PRINCIPAL CITIES OF CUBA.
PORTO RICO: San Juan. COLUMBIA: Medellin.
RUSSIA: Moscow, Petrograd.
SIBERIA: Vladivostock.
ITALY: Genoa. TRINIDAD: Port of Spain.

CHINESE MERCHANTS AND INDIVIDUAL CHINESE DEPOSITORS ARE OFFERED EVERY MODERN BANKING SERVICE.
Commercial and Travelers' Letters of Credit.
Bills of Exchange and Cable Transfers bought and sold.
HONGKONG Branch, 2, Queen's Road Central.
GEORGE HOGG,
Manager.

NOTICES.

DON'T GROUSE OLD MAN!



Have a "FELUCCA"

MASPERO FRERES Ltd. CAIRE-EGYPTE

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

U.S.A., Canada and Manila—Per MONTEAGLE, 24th Mas.
Shanghai—Per CHENAN, 24th Mar.
Straits and Saigon—Per ANDRE LEBON, 25th Mar.
Europe via Negapatam—Per TAMBA MARU, 25th Mar.
Shanghai—Per SUIYANG, 26th Mar.
Shanghai—Per ICHANG, 27th Mar.
Bombay and Straits—Per TENSHIU M., 30th Mar.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 25th Mar., 9 a.m.
Shanghai and North China—Per PAOTING, 25th Mar., 11a.m.
Shanghai and North China—Per SUNNING, 25th March, 11 a.m.
Shanghai and North China—Per TJIBODAS, 25th Mar., 5p.m.
Shanghai, North China & Japan via Kobe—Per ANDRE LEBON, 25th Mar., 5 p.m.
Philippine Islands, Sandakan, Australia, and New Zealand via Thursday Island—Per GABO, 25th March, Reg. 5 p.m. Letters 5 p.m.

FRIDAY, 26TH MARCH.

Shanghai, North China & Japan via Kobe—Per TAMBA MARU, 26th Mar., 10 a.m.
Shanghai, North China & Japan via Yokohama, Honolulu, Canada, United States, Central and South American and EUROPE VIA SAN FRANCISCO—Per NANKING, 26th Mar., Reg. 9.45 a.m. Letters 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA SUEZ—Per HYSON, 26th Mar., Reg. 9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed on Thursday, 25th March, at 5 p.m.
Swatow, Amoy & Foochow—Per HAIHONG, 26th Mar., noon.
Chefoo—Per HUNAN, 26th Mar., 5 p.m.
Shanghai and North China—Per HANGSANG, 26th March, 5 p.m.

SATURDAY, 27TH MARCH.

Shanghai, North China Japan via Nagasaki, Canada, United States, Central and South America & EUROPE VIA SAN FRANCISCO—Per CHINA, 20th Mar., Reg. 9.45 a.m. Letters 10.30 a.m.
Shanghai and North China—Per CHENAN, 27th Mar., 3 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and EUROPE VIA LIVERPOOL—Per HECTOR, 27th Mar., Reg. 5 p.m. Letters 5 p.m.

SUNDAY, 28TH MARCH.

Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 28th Mar., 9 a.m.
Philippine Islands, Australia & New Zealand via Thursday Island—Per TANGO M., 28th Mar., Reg. 9 a.m. Letters 9 a.m.

MONDAY, 29TH MARCH.

Shanghai, North China & Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE VIA VANCOUVER—Per EMPRESS OF JAPAN, 29th Mar., Reg. 9.45 a.m. Letters 10.30 a.m.

TUESDAY, 30TH MARCH.

Swatow & Bangkok—Per CHINHUA, 30th Mar., 8 a.m.
Shanghai, North China, Japan via Moji, Canada, United States, Central and South America & EUROPE VIA VANCOUVER — Per MONTEAGLE, 30th Mar., Reg. 9.45 a.m. Letters 10.30 a.m.
Tientsin—Per HUICHOW, 30th Mar., 11 a.m.
Swatow, Amoy & Foochow—Per HAICHING, 30th March, noon.
Amoy, Shanghai & North China—Per SUIYANG, 30th Mar., 3 p.m.

EXCHANGE.

SELLING.

T/T	5/1
Demand	5/1¼
30 d/s	5/13/8
60 d/s	5/11/16
4 m/s	5/15/16
T/T Shanghai	Nom.
T/T Singapore	219
T/T Japan	208
T/T India	216
Demand, India	216
T/T San Francisco & New York.	96½
T/T Java	244
T/T Marks	Nom.
T/T France	13.70
Demand, Paris	—

BUYING.

4 m/s. L/C	5/3¼
4 m/s. D/P	5/3 3/8
6 m/s. L/C	5/4
30 d/s. Sydney and Melbourne	5/4¼
30 d/s. San Francisco & New York	98¼
4 m/s. Marks	Nom.
4 m/s. Francs	14.20
6 m/s. Francs	14.35
Demand, Germany.	—
Demand, New York	96 5/8
T/T Bombay	216
Demand, Bombay	—
T/T Calutta	216
Demand, Calcutta	—
Demand, Manila	200
Demand, Singapore.	219
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	41½
Sovereign	3.90 Nom.
Gold leaf per Tael	29.20
Bay Silver, ready	75½
forward	75½
New York/London	3.79

SUBSIDIARY COINS.

H'kong 50 cts. pieces	$2/5 dis.
10 „	$½ dis.
5 „	$1¼ dis.
Canton silver	$30 per mil dis.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.		
H.K. & S. Banks	s.	$575
Marine Insurances.		
Cantons	n.	440
North Chinas	n.	t. 140
Unions	n.	185
Yangtszes	n.	230
Far Easterns	n.	t. 19
Fire Insurances.		
China Fires	n.	138
H. K. Fires	b.	310
Shipping.		
Douglases	n.	85
H.K. Steamboats	b.	20
Indos (Pref.)	n.	20
Indos (Def.)	b.	208
Shells	s.	220/-
Ferries	b.	25
Refineries.		
Sugars	n.	206
Malabons	n.	41
Mining.		
Kailans	n.	161/-
Langkats	b.	16¼
Shanghai Loans	b.	16¼
S'hai Explorations	b.	16¼
Raubs	n.	1
Tronohs	n.	55/-
Ural Caspians	n.	38/-
Docks, Wharves, Godowns, &c.		
H.K. Wharves	s.	84
K. Docks	b.	158
S'hai Docks	b.	120 sa. 119
N. Engineerings	b.	t. 27 ex div.
Lands, Hotels & Buildings.		
Centrals	s.	107
H.K. Hotels	n.	130
L. Invest.	n.	107
H'phreys Est.	n.	7
K'loon Lands	n.	50
L. Reclamations	n.	133
West Points	n.	58
Cotton Mills.		
Ewos	sa.	t. 705
Kung Yiks	n.	t. 67
Lau Kung Mows	n.	t. 425
Orientals	n.	t. 310
S'hai Cottons	s.	t. 400
Yangtszepoos	n.	t. 45½
Miscellaneous.		
Cements	sa.	6.45
China Borneos	n.	17
Do. Light old	sa.	7¼ new b. 5¼
China Providents	b.	8
Dairy Farms	b.	21½
Electrics H. K.	s.	88 c. r.
Electrics Macao	n.	34
Hongkong Ropes	s.	25
Hk. Tramways	b.	6¼
Peak Trams, old	s.	6.90
Do. new	n.	80 cts.
Steam Laundries	b.	3½
Steel Foundries	n.	10
Water-boats	b.	11 5/8
Watsons	s.	6.20
Wm. Powells	n.	15
Wisemans	b.	27½

Hongkong, Mar. 24, 1920.

WEATHER REPORT.

March 24d. 12h. 30m.—No returns from Japan, Vladivostock and the Philippines. A further moderate increase of pressure has occured at all reporting stations, the anticyclone having gained intensity. Fresh monsoon will continue along China coast and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 4.03 inches, against an average of 5.36 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast
1 Hongkong to Gap Rock.	N.E. winds, fresh;
2 Formosa Channel.	The same as No. 1.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

C. W. JEFFRIES,—Director.
Hongkong Observatory, Mar. 24, 1920.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS.
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

NOTICE.

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF COAL MINES OF TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, INOJO, NAMAZUTA, SATO SHINNEW, KANADA, KAMIYAMADA, BIBAI and OTUBARI.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN, DAIREN, TSINGTAO, TSINANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—"IWASAKISAI," Codes:—A1, A.B.C. 5TH ED., Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
S. SAYEKI, Manager.
No. 14, Pedder Street, Hongkong.

ASAHI BEER

SOLE AGENTS
Mitsui Bussan Kaisha.

ENTERTAINMENTS

THE VICTORIA

TO-NIGHT! at 9.15 p.m. TO-NIGHT!

SEANCE OF THE CELEBRATED TELEPATHIST
EUGENE DE RUBINI
(THE MAN WITH THE SIX SENSES.)

At 7.15 p.m.
GEORGE B. SITZ
IN
"BOUND & GAGGED"
Episode 7: "A FATAL ERROR."
Episode 8: "ARRESTED."

At 5.15 p.m.
"THE IDLER."

THE CORONET
TEL. No. 1743. TEL. No. 1743.

TO-DAY at 5.15 p.m.
MARY MILES MINTER
IN
"EMMY OF STORK'S NEST"
BILLY WEST
IN
"BACKSTAGE."

At 7.15 p.m.
"THE CIRCUS KING"
EPISODES 13 and 14.

At 9.15 p.m.
"THE DAUGHTER OF THE GODS."

HOTELS.

EUROPE HOTEL, SINGAPORE.
UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE CARLTON HOTEL.
[THE ONLY AMERICAN HOTEL IN THE COLONY.]
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Central District. 45 Bedrooms. Excellent Cuisine, Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.
Hotel Launch Meets all Steamers.
Telephone 812, MRS F. E. CAMERON.

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

THE PEAK HOTEL.
1,500 FEET ABOVE SEA LEVEL
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF MRS. BLAIR.

KING EDWARD HOTEL.
CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

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